

MR. T. P. THOMAS, MINING AGENT AND
AUCTIONEER,
6, NEW BROAD STREET, LONDON.

WHEAL ARTHUR MINE, CALSTOCK, CORNWALL.
MR. T. P. THOMAS has been favoured with instructions to **SELL**,
 BY PUBLIC AUCTION, at his offices, No. 6, New Broad-street, London, *on*
 Friday, the 29th inst. of September inst., at One o'clock, in One Lot, and subject to the
 conditions which will be there produced, all the **VALUABLE PLANT** of the ABOVE-
 NAMED MINE, consisting of a 60-in. cylinder **PUMPING ENGINE**; 190 fathoms of
 11, 12, and 13 in. pitwork; 90 fms. 13-in. main rods and connections; 70 fms. 10-in.
 ditto; two captains and shears; two balance-bobs; 60 fms. 3-in. flat-rods, &c.; two
 water-wheels; draw-machine, crusher; chain, rope, and other materials.
 Further particulars and conditions of sale may be had of the Auctioneer, **MR.**
W. WATSON, 27, Abchurch-lane, Plymouth; or to the auctioneer, 6, New Broad-
 street, London.

MR. T. E. W. THOMAS, MINING AGENT AND GENERAL MINING SHAREDEALER, 6, NEW BROAD STREET, LONDON, E.C.

GODOLPHIN HILL MINING COMPANY.—Mr. THOMAS begs to state that it is intended during the present month (September) to incorporate the above company under the Companies Act, 1862, whereby the shareholders' liabilities are limited to the amount of their subscriptions.
6, New Broad-street, London, September 15, 1865.

MR. FRANCIS G. LANE, MINING SHAREDEALER,
9, ROYAL EXCHANGE, LONDON, E.C.
TRANSACTS BUSINESS IN ALL THE FOREIGN MINE SHARES
at lowest net prices, for cash or account. Advances made on foreign shares.
Parties wishing to dispose of their interest in mines will do well to communicate with
the advertiser, who is at all times in a position to purchase for cash.
Parties of respectability can have transfers registered into their names previous to
payment. Bankers: London and County Bank.

MR. FREDERICK WILLIAM MANSELL,
STOCK AND MINING SHAREDEALER,
26, THROGMORTON STREET, and MINING EXCHANGE, LONDON.
Bankers: London Joint-Stock Bank.

Mr. MANSELL, having now returned from visiting the mines of Cornwall, strongly recommends his friends to purchase the following shares, feeling assured that by so doing they will reap great advantage. Mr. MANSELL is in possession of special information respecting these mines, which may be had on application, personally or by letter:

East Carn Breas.	North Trekerby.	East Lovell.
Whael Killy (Leilant).	East Basset.	North Basset.
South Croft.	South Cudnorrow.	Ilalibengio.
West Yor.	Whael Ida.	Marke Valley.
	Nanclies.	

* There are several mines at the present time which should be immediately sold, having nothing to look forward to but heavy calls, without the slightest chance of any remunerative returns to the shareholders.

RECOMMENDATIONS.
FREDERICK WILLIAM MANSELL, on his return from Cornwall, strongly advises the immediate purchase of shares in thirteen different mines. The result is most satisfactory, and speaks for itself. Out of the list mentioned, Wheal Kitty is the best, and is worth £100 to £150 per ton of copper. The others are: £25; East Basset, from £21 to £36; East Lovells, from £12 to £14 10s., £12; Nangiles, from £8 to £11, £13; and Marko Valleys, from £3 10s. to £4 5s.

All these shares, with the others recommended in the list, must considerably advance in value. Mr. Mansell would therefore refer to delay, but to purchase at once.—26, Throgmorton-street, and Mining Exchange, London.

ESTABLISHED THIRTEEN YEARS.

HENRY GOULD SHARP,
STOCK AND SHARE DEALER,
32, POULTRY, AND MINING EXCHANGE, LONDON, E.C.,
Is a BUYER of the FOLLOWING SHARES, or any part thereof:—
20 East Basset. 200 North Treasbery. 25 Nancliffes.
10 Wheel Jane. 10 Wheel Mary Ann. 100 East Chiverton.

N.B.—Sellers will please state number and lowest cash price.

SAFE INVESTMENTS FOR CAPITAL,
Paying 10 to 15 per cent. per annum in dividends.
HENRY GOULD SHARP, having just returned from Cornwall, is in a position to give good advice to shareholders and capitalists.

SPECIALLY RECOMMENDED for IMMEDIATE PURCHASE:—

East Basset.	North Treskerby.	Wheat Grylls.
Nangiles.	North Jane.	Wheat Jane.
Clifford Amalgamated.	North Basset.	Lady Bertha.
Providence.	East Providence.	Wheat Ida.
Wheat Buller.	East Caradon.	Wheat Seton.

West Seton. Wheat Treason. Herodasfoot.

* * Beware of rotten gold schemes. A gold share mania is coming on, and I am convinced the public will lose thousands of pounds. Shares in a gold bubble are eagerly bought up at immense premiums upon glaring reports sent over from abroad, upon which no reliance can be placed.—32, Poultry, and Mining Exchange, London, E.C.

JOHN GREEN, MINING OFFICES,
9, GRACECHURCH STREET, LONDON, E.C.
ESTABLISHED SIX YEARS.

MR. A. G. McNEILL, STOCK AND SHAREDEALER,
48, THREADNEEDLE STREET, LONDON, E.C.
Bankers: Alliance Bank.

MR. G. D. SANDY, SHAREDEALER, No. 48,
THREADNEEDLE STREET, LONDON, E.C. (Member of the Mining
Exchange). Correct Daily Price List issued gratis on application.

MR. JAMES HUME, 74, OLD BROAD STREET, LONDON,
E.C. (Member of the Mining Exchange),
HAS BUSINESS IN THE FOLLOWING SHARES, closing prices of which are marked:—
Chiboutic, Mozambique £ 2 10 0 *St. Albans, Devon* £ 2 10 0 *St. Albans, Devon* £ 2 10 0 *St. Albans, Devon* £ 2 10 0

Univention Moor	23	-	2%	Great Busby	28	-	2%
East Basset	23	-	2%	Wheat Grenville	28	-	2%
East Lovell	15	1/2	15%	East Grenville	28	-	2%
Great Vor	34	-	34%	North Treasbury	24	-	2%
South Fenness	17	-	17%	South Condarby	23	-	2%

South Frances	17	-	18	Down Conception	57½	-	57½
Clifford	18	-	18½	Gambler and St. Aubyn..	3	-	4
North Shepherds	4	-	4½	Great North Downs	17½	-	24½
North Basset	3½	-	3½	Seton	190	-	200

Mr. HUME'S "Circular" for September: 6d. per copy.

Mr. HUME recommends South Condurrow as a mine likely to make great discoveries, and as an investment of the first order. Mr. HUME has recommended these shares since they were 10s.

Business negotiated in railways and all other general stocks.

Bankers: The London Joint-Stock Bank.

NOTICE OF REMOVAL.

MR. J. P. ENDEAN, MINE AND GENERAL SHARE

M DEALER has REMOVED from 1, Crown-court, Old Broad-street, to more extensive and convenient offices, at 5, FINSBURY CHAMBERS, LONDON WALL, opposite Great Winchester-street. — June 30, 1865.

MR. JOHN BATTERS, STOCK AND MINING SHAREBROKER, 13, THROGMORTON STREET, LONDON, E.C., recommends for immediate purchase Chilverton shares. Being now at a very low price, a great rise may immediately be expected. Full particulars on application.

BREWIS AND LYNCH, 3, CROWN COURT, OLD BROAD STREET, LONDON, E.C., and 73, CLAYTON STREET, NEWCASTLE-ON-TYNE.

CHIVERTON MINE.—The improvements now developing

that a considerable rise must ensue on merits; and as the general market is improving for all securities, we can at once recommend a purchase. Everything is bearing out satisfactorily the manager's opinion.—BREWIS and LYNCH, 3, Crown-court, Old Broad-street, London E.C. and 73, Claxton-street, Newcastle-on-Tyne.

THE INVESTMENT, LOAN, AND FINANCE AGENCY
undertakes the sale and purchase of Public Securities, and affords reliable information to Gentlemen who seek permanent Investments, or the temporary employment of

The Loan and Finance Department includes Financial Agency generally, Loans, Deposits, &c., and advances are negotiated on Public Securities having a market value.

Offices, 12, Clement's-lane, Lombard-street, London, E.C.

confidently under the same successful management, and situated upon 6000 shares, gold and silver ore, and a large quantity of coal. The latter was sold by the best mines in the county, is ILLGON COMBLO, divided into 9000 shares, gold at the nominal price of 7s. 6d. to 10s. per share. This ridiculous quotation arises entirely from the public not knowing its prospective value; and, as I said in a previous letter, that Cornishmen generally manage to get hold of the best assets, as will be seen from its relative position with other rich mines. It adjoins Carn Breu on the east, the coast on the west, Tineroff on the north, and West Bassett on the south, in the proximity of the very best of Cornwall's granitic rocks. Within its limits are the sources of the known lodes of Lead, Tin, Copper, and Iron. The Druid lode, in Carn Breu, runs through the east end of the mine, which the engine-shaft is now being sunk. The name of this lode is well similar to Cornishmen as household words, it having returned in values more numerous than any other lode in Cornwall; and wherever this lode thrives in the 10 fathom level one has been known to fall making rich in depth. In the 10 fathoms there is a large quantity of cross-course which caused all the riches in West Bassett length. A shaft has lately been sunk below the adit level, with a view to explore the ore being found of the 10 fathoms, in the 10 fathom level, and already some of the rich ore formerly found on the lode in Carn Breu character precisely answers to the rich ore formerly found with a rich deposit of copper, and iron, which I am led to believe it has connected with the adit level, by the fact that the lode, which I am led to believe it has connected with the adit level, by the fact that the copper not far below. A cross-cut is being driven south of this of this ground. To the East Carn Breu lodes, all of which traverse the entire length of the mine, and in the probably, reach one of them in about three months. This is being looked forward to with great interest by the shareholders. Another cross-cut is being put out seaward to the 10 fathom level, west of the cross-course, to cut the rich Dolcoath canal lode. This point

very good. For this purpose he was glad to find a cross-cut was to be put out at the above level. The intersection of Smith's lode with the engine lode would be a place very soon. This is important, in fact, one of the principal objects in view when the mine was commenced by the present company. It was very satisfactory to find that after every liability was discharged to the end of August there was a balance in hand of 11,941, or enough to carry on full operations for about six months. In the meantime, he hoped that something good would be met with at one or both places—the 50 ft. level or the engine-shaft.

Colonel WELLS asked if it were probable that the cross-course had cut off the tin from their sett?—Mr. PETER WATSON said that question was most completely answered by the fact that the former company had raised several thousand pounds worth of tin. He also mentioned that the sett was traversed by six or seven lodes, among which were included the justly-celebrated Metal lode, now so highly productive in Great Wheel Vein.

The report was received, and ordered to be entered on the minutes, and the accounts were passed and allowed.

The committee of management were re-elected, with thanks for past services.

A vote of thanks to the Chairman terminated the proceedings.

SNAEFELL MINING COMPANY.

The half-yearly general meeting of shareholders was held at the Imperial Hotel, Douglas, Isle of Man, on Sept. 15. About thirty shareholders were present, amongst whom were Messrs. G. W. Dumbell, J. B. Melladew, C. Cleator, H. B. Noble, and R. Curwen, the directors; Capt. Rowe and Kitto; Messrs. L. G. Howard, W. Beckwith, W. Berry, Broadbent, Lomax, W. H. Gatty, P. Killey, Thompson, Leigh Hall, J. Taylor, R. Corlett, T. Nutter, J. J. Roney, D. J. Macfie, J. Cabbon, R. Roney, J. Spittal, &c.

Mr. G. W. DUMBLELL, Chairman of the directors, presided, and opened the proceedings by reading the notice convening the meeting, which stated that two of the directors and the auditors would retire, but all those who retired would be eligible for re-election.

Mr. BECKWITH then read the directors' report, as follows:—
The short period during which this company has been at work gives the directors very little to report upon to the shareholders beyond the facts detailed in the managers' report, which the directors consider highly satisfactory, and as giving fair ground to expect that in time the undertaking will be successful. The directors expect that in about two months the shaft will be sunk to the depth formerly reached by the Laxey Mining Company, when we shall be able to clear out the old workings, and effectually follow up the ore discovered by that company.

Mr. THOMPSON (of London) read the manager's report, as follows:—

Sept. 13.—Since our last general meeting, in March, we have built the large wheelcase, erected a new 50-hp. steam engine, with the necessary pumping-gear, and are now busy building the house for a new drawing-machine, which has been ordered from the Messrs. Howell, of Bagillt. We have also built smith and joiners' shops together with office, storeroom, two miners' cottages, and a great deal of other necessary masonry; from this you will discover that our surface arrangements have been prosecuted with spirit.—Underground Work: The engine-shaft is now made complete for 21 fms. deep, with first-rate pitwork, ladders, casings, dividings, &c., and I am happy to tell you that the portion of the lode in the shaft certainly warrants the most sanguine expectations—in fact, to-day we have broken some very fine lumps of blende, intermixed with lead ore, and the stratum is everything that could be desired at the present shallow depth. The different adit level explorations are now being pushed forward with all possible dispatch. We have driven the south adit level fully 25 fathoms under cover, and strange as it may appear the rock has not yet risen to the roof of the level; consequently, no lode has or will make its appearance for some little time. We are now driving the adit level north from our engine-shaft, under the mountain; here we find matters looking encouraging. The lode as we proceed becomes more settled, and certainly presents a good appearance, with nice spots of lead and blende intermixed throughout the end. In conclusion, I assure you every effort is being made to develop the property, feeling confident that our operations will be attended with success.—Wm. KITTO.

The company's accounts, a copy of which had been sent to each shareholder, were taken as read. They represented that the cash for the half-year amounted to the sum of 7700, 18s. 3d.; the expenditure had been 18127, 2s. 10d.; leaving a balance in hand of 6888, 12s. 4d. The principal items of expenditure were as follows:—Labour, 5600, 10s. 10d.; and machinery, 8741, 16s., of which sum the new wheel and freightage (alluded to in the report) had cost 3387, 4s. 3d.

The CHAIRMAN: The accounts having been taken as read, it is now my duty, as Chairman of the directors, to move that the directors' and managers' reports be adopted, and that the accounts be passed; and, in doing so, I have very few observations to make, because, as stated in the directors' report, the short period for which this company has been in existence gives me no remarkable events to record, unless I were to coin a few for you, which might be very encouraging indeed, but which might not have the merit of resting upon the rock of truth. (Laughter and applause.) I may, however, say that we, the directors, consider the report furnished to us by the manager is satisfactory in the extreme. You are all, I presume, aware that when we took this set, which was made over to us by the Great Laxey, we had been taking up a work which had been prosecuted to a certain depth by that company. That company had gone to a certain extent, and then they found that they could not erect all necessary machinery, and prosecute the work as it ought to be prosecuted, except at an expense that would have been quite ruinous to the concern. The old company, however, raised such a quantity of lead and blende as showed that, if the mine had been prosecuted, there was every probability that it would prove remunerative. We have gone to the expense of erecting a large wheel, which is really as good as a substantial piece of engineering work as could possibly be done. It is 50 ft. in diameter, and does its work remarkably well. We have got down 21 fathoms into the shaft; and the manager assures us that in two months hence we shall be working at the bottom of the old workings; we shall be able to follow up the old company's operations, and shall be able satisfactorily to prove the lode which was there discovered. We have also two adit levels, one south and one north, which are being worked in opposite directions. In that proceeding toward the south no rock has as yet been discovered, except in the bottom; consequently, nothing need yet be expected there. We have good cover, and when we get to work we shall have an opportunity of judging the lode. In the north level, I am happy to say, we have been more fortunate. We have there got into the lode, which is in very favourable ground, in hard rock—a feature without which we do not expect to find anything worth while. It may appear strange, but it is, nevertheless, true, that good hard rock is one of the things we are most desirous of at present. (Hear, hear, and laughter.) Now, the rock in this lode is quite hard enough to satisfy any reasonable person, and in it we have both lead and blende. Several of the shareholders visited the mine yesterday; some of the specimens I saw were certainly very satisfactory, and are strongly indicative that when we proceed further we may certainly expect to make most valuable and important discoveries. We have ordered one of the best drawing-machines that can be built from the same firm that built the wheel, and it is expected that it will be up very shortly. When that machine is finished we shall be able to work the mine much more efficiently, because at present we can only work one bucket; when the machine is up, we shall be able to work two. We shall then be in a position to work the mine completely, satisfactorily, and efficiently; and I may say that our manager, Mr. Kitto, appears to do his utmost to develop the mine to the best of his ability. We have fair and reasonable grounds for expecting that in time we shall develop this into a good and profitable mine. At the same time, while we may with very good cause indulge in hopes and anticipations of this nature, we must not forget that it is purely a speculation; but it is a speculation that may prove an exceedingly good one, and I, for one, shall be disappointed if we do not succeed in making valuable discoveries there. In conclusion, I would move that the directors' and managers' reports be adopted, and the accounts passed.

Mr. J. B. MELLADREW (of Liverpool), in seconding the motion, said: I visited this mine yesterday, and I must say that what I then saw gave me the most favourable impressions as to our future success here. All the gentlemen who accompanied me can bear testimony to the great exertions that have been made by Capt. Kitto to develop the mine, and whether it turns out a success or not, we will have the satisfaction of knowing that everything has been done that it is possible to do to ensure the prosperity of the undertaking. Even if it does not turn out well, much can be lost. A rumour has been prevalent amongst the shareholders that the mine was a likelihood, that there would not be sufficient water there to work the mine. It may, therefore, be satisfactory to the shareholders to know that there is an abundance of water, so abundant that there is plenty running to waste. I saw as much water as would work three or four mines.

The CHAIRMAN: Some of the shareholders were afraid that there would not be sufficient water to work the mine, and that steam-power would have to be provided, but you now have it on the authority of Mr. Melladew that there is an ample supply of water, sufficient to work several mines; and that water which is used at the wheel can be brought into use at the washing-floors when we find the ore. Of course, if we do not find the ore we shall not require the washing-floors. (Laughter.) I am glad to see that the Snaefell Company has so many Manx shareholders. I attribute that to the enormous success that has attended Snaefell's move, as I may term the Great Laxey. I sincerely hope that the offering will prove as prolific as the mother, for the simple reason that we have plenty of Manx shareholders in the Snaefell, and I do not like to see all the good things going out of the island. (Laughter.)

The motion as to the adoption of the reports and accounts was then put to the meeting, and was carried unanimously.

The CHAIRMAN said that the next business was to vote out two of the five directors, those voted out being Mr. H. B. Noble and Mr. R. Curwen. Mr. H. B. Noble said that it was his desire to retire from the directorship, and he did not intend to offer himself for re-election.

Mr. MELLADREW said that, in order to save the trouble of voting another director out, he would retire from the directorship, but he offered himself for re-election. (Hear, hear.)

The result of the election was that Mr. Melladew was unanimously re-elected, and that Mr. W. Berry, shipbroker, Douglas, Isle of Man, was elected in place of Mr. Noble. The CHAIRMAN said that on looking round, and observing the vast number of companies that were being promoted on the island, he was afraid that the Great Laxey would yet have a great deal to answer for. (Laughter.) The extraordinary and brilliant success which has attended the Great Laxey has been the cause of a great many mining companies being started. He wished all of them every success—(hear, hear)—but he thought that if they did succeed they would not offer any of the fruits of their success to the company whose property had induced them to start; but if they failed, the promoters of the new undertakings would say:—“We were induced to start our company through the success which attended you; we have lost our money, and we think you should compensate us.” (Laughter.) Such, he thought, would be the outcry before long, but he trusted that they would all succeed, for he looked upon it as a matter of the greatest and most vital importance that the vast mineral wealth of this country should be developed. (Applause.) He trusted the Snaefell would prove a worthy daughter of her prosperous mother, the Great Laxey, and he hoped they would all unite in endeavouring to bring about that desirable consummation. (Applause.)

Mr. LOMAX proposed that Mr. James Haining, accountant, of Douglas, Isle of Man, be elected auditor to the company.—Mr. R. CORLETT having seconded the motion, it was carried unanimously.

Mr. J. CABBON moved that the best thanks of the meeting be presented to the directors for the trouble and labour they had bestowed on the undertaking during the past year.—Mr. F. KILLEY, M.H.K., seconded the motion, which was carried unanimously.

The CHAIRMAN, in acknowledging the compliments of the directors, again expressed his strong conviction as to the future success of the undertaking.

On the motion of Mr. LOMAX, a vote of thanks was unanimously accorded to the Chairman.—The CHAIRMAN, in returning thanks, said that he felt exceedingly pleased at the unanimity and goodwill which had characterised the proceedings, and, as Chairman of the company, he would do his best to maintain those feelings. He regretted that they were not all shareholders in the Great Laxey, but he hoped to see the day when the Snaefell would be quite as profitable an undertaking as that one was.

Mr. R. CURWEN begged to propose that a vote of thanks be given to Capt. Kitto, for the zeal, energy, and spirit he had displayed in his management of the mine. (Hear, hear.)—Capt. ROWE seconded the motion, observing that he felt considerable pleasure in doing so, as he could testify, from personal observation, that the work at the Snaefell Mine had been done properly and efficiently.

The motion was put to the meeting, and carried unanimously, and, on the suggestion of Mr. MELLADREW, the secretary was requested to forward a copy of the resolution to

Capt. Kitto.—Capt. KITTO, in responding, said that he would do his utmost to develop the mine. If the ore were there he would bring it out, but if it were not there he could not make it.—The meeting then terminated.

A number of specimens of blende, &c., from the mines were exhibited; they were regarded as highly satisfactory, and as strongly indicative of the proximity of a wealth of ore.

NORTH DOLCOATH MINING COMPANY.

A general meeting of the shareholders was held at the offices of the company, St. Helen's-place, on Tuesday.

Mr. ALFRED BINGHAM in the chair.

Mr. W. J. LAVINGTON (the secretary) read the notice convening the meeting, and the minutes of the last were read and approved.

A statement of accounts, ending with the cost for July, was submitted, which showed a debit balance of 8287, 17s. 7d.

The report of the agents was read, as follows:—

Sept. 18.—The engine-shaft is now 2 fms. 4 ft. 6 in. below the 85, where we are sinking on the west part of the lode, which is the side of the shaft, whilst there is a large part still standing to the south, the width of which has not been ascertained; but the size and nature of which will be discovered by a cross-cut on reaching the next level, if not before. The part of the lode on which we are sinking is composed of quartz, white iron, and mudstone, mixed with killas, and yielding occasionally stones of yellow copper ore. We calculate on sinking the shaft at the rate of about 10 feet per month. The 85 has been driven 9 fms. west of the engine-shaft, and has recently passed through the cross-course. The lode in the end is 4 ft. wide, composed principally of quartz, flookan, and mudstone, with occasionally stones of yellow copper ore. The 70 has been driven about 25 fms. south of the lode, on the cross-course. The appearances presented by this cross-course have been highly favourable, more particularly in the last few fathoms driven, being such as to lead us fully to expect to meet with a valuable formation of copper, or some other metal, should it come in contact with an east and west lode. The composition of the cross-course has been made up of minerals which are highly congenial for both copper and silver, there being a large proportion of white iron, quartz, fluor-spar, and chlorite, with occasionally stones of yellow copper ore and small formations of ruby silver in the vughs and cavities; in the present end its width is 7 1/2 feet, and it is of much the same character at that already described, but does not at present yield any silver. We have about 9 fms. more to drive the 70 on the cross-course to get under the perpendicular of our lode at the deep adit level. In driving the 70 we are now sinking on the east side of the engine-shaft, from its underlie at the surface; and as the rich bunch of silver which we formerly had in connection with a similar elvan course, there appears to be good chances offered by the driving of the level referred to. In driving the shallow adit north in the eastern part of the sett, we are in from the old level 8 1/2 fms., and have struck the elvan course. Our lode which produced the silver appears never yet to have been seen in this part of the sett, and to be still further north; should we meet with it in connection with the elvan it seems probable we may again find it productive of silver. The other lodes remain unexplored in the direction in which we are driving this level. With regard to the prospects of the mine, our principal point of operation—the sinking of the engine-shaft—we still look forward to the junction of the lode with the second or south elvan course, which we have always expected to meet with at about the 100, and where, judging from the results already obtained in some of the best mines of the district under precisely similar circumstances, a rich formation of copper may fairly be expected. There is, of course, some degree of uncertainty as to the exact point at which we may meet with the elvan course, but should we intersect it shortly in the 70 cross-cut south, it will enable us to give a much more reliable estimate of its point of junction with the lode in depth. Our cost during the next six months will be much the same as in the similar period now elapsed.—J. WILKIN, J. PAUL.

The CHAIRMAN, having moved that the report be entered on the minutes, and that the accounts be passed and allowed, referred to the fact that the important point for which the mine was now being developed—the reaching the second elvan course—would be attained, when shareholders would be able to form some opinion of the actual value of their property. It would, no doubt, be recollected that their manager (Capt. Joseph Vivian), in a report he published some few months since, calculated that the second elvan course would be reached at a depth of about 90 fms., which would be attained in some three or four months from the present time.

The SECRETARY mentioned that some specimens of the silver recently discovered had been sent from the mine to the company's offices in London, where they could be seen by any shareholder.

Mr. G. LAVINGTON, in reply to a question, stated that there were only two levels being driven, the ends in both of which were exceedingly promising. He further mentioned that it was at about such junctions as that they were now looking forward to reach where in the adjoining mines such large and permanent profits had been realised; and it was not unreasonable to expect that similar results would be met with in North Dolcoath when the junction was reached. It was a significant feature, too, that in Dolcoath many years since a deposit of silver was found, exactly corresponding with that found in North Dolcoath some three or four years since, and from which a dividend of 5s. per share was paid.

Mr. ROUTH asked if there were any means of finding out the underlie of the elvan course?—Mr. G. LAVINGTON said it was seen at one of the upper levels in the shallow adit and at surface.

A SHAREHOLDER enquired if there appeared any chances of finding another deposit of silver?—Mr. LAVINGTON said they were not going for silver, but if another “pocket” was found, it would assist towards the liquidation of the costs.

The SECRETARY, in reply to a question, stated that the average costs of the mine were about 140t. per month.

The report was ordered to be entered on the minutes, and the accounts were passed and allowed. A call of 5s. per share was made.

A vote of thanks to the Chairman terminated the proceedings.

CRENVER AND WHEEL ABRAHAM UNITED MINING COMPANY.

A special general meeting of shareholders was held at the company's offices, Basinghall-street, yesterday.

Mr. DAVID WILSON in the chair.

The SECRETARY having read the notice convening the meeting, the report of the committee of investigation was taken as read. This report stated that the purchase-money was 9600t., of which two-thirds were to be in shares, 21, 10s. paid, and liable to 21, 10s. in calls, and the remainder in cash; the vendors were Messrs. T. H. Bristol, S. F. Griffin, A. L. Jeffrey, J. Vivian, and W. P. Cardozo. Of the 30,000 shares into which the capital was divided, 2544 shares were allotted to the vendors, 8780 to the contractor, and 7793 to the public—19,097, leaving 10,903 at present unallotted. It appears that the sole security which the company received for the fulfilment of the contract (of cost of the prospectus at 20,000t.) was the right to reserve a certain portion of the amount payable to the contractor for as much work as he did. In Jan., 1885, a mortgage was entered into by the company and Mr. Griffin, the contractor, jointly, in favour of the Bankers' Bank, Truro. The preamble recites that large advances had been made by the bank to Mr. Griffin, on his own account, and that there was then due from him 14,239, 5s. 6d., and that there was due from the company to the bank 1372, 1s. 7d.; that the company and Mr. Griffin required further funds, and that it had been agreed that the above-named sums already due, and any further advances which might become owing to the bank by the contractor on his own account or by the company (to the extent of not exceeding 20,000t.), should be secured by this mortgage. The security assigned by this mortgage was stated to be:—On the part of Griffin—1. The money payable by the company to Mr. Griffin under the contract;—2. All the plant belonging to Mr. Griffin on the mines (this was nothing to speak of);—3. Certain timber and a saw mill and effects of Griffin's at Truro;—4. A steam-engine purchased by Griffin at the Wheal Alfred Mine, and still there. And, on the part of the company—1. The mines and minerals; and 2. The buildings, engines, machinery, plant, &c., both underground and at surface. The mortgage contained (as further security to the bank) a covenant on the part of the company to pay the whole, not only of their own debt, but also of Griffin's, with the interest thereon, and to indemnify the bank against all claims, and any money which might come due from him to the bank, without restriction as to the nature of such advances and debts, and only limiting the total advances to 20,000t.; also a covenant to pay the bank all moneys payable to Griffin under his contracts, without setting off anything due from him to the company for calls or otherwise. Mr. Griffin entered into similar covenants. The mortgage money was made payable Oct. 23 next. The mortgage was registered as a bill of sale, and Griffin drew against it for money expended on the works up to the 22,000t. The bankers advanced an additional 2835t. against 10,000t. worth of further security from Griffin, and refused to advance further until the 10,000t. was paid. The contractor then became bankrupt. The bankers then claimed 4429t., the amount covered by the mortgage, and failing payment, they commenced an action against the company, and obtained a verdict for 2944t., which, with 700t., was previously paid by the bank in reduction of the mortgage debt. The directors immediately petitioned the Stannaries Court to wind-up; but Mr. Wilson, one of the directors, returned to England, paid the verdict, and the petition was abandoned.

The shareholders now appointed a committee of investigation, Mr. Kimber (one of the committee) being of opinion that the mortgage deed was invalid in equity, so far, at all events, as it extended to the advances to and debt of Griffin, the committee took the case to the Stannaries Court, and on 11th inst. the court gave a decision that the mortgage was valid only for 1372t., and so much of the 14,239t. as was due to the bankers for acceptance of the company held by the bankers at the date of the mortgage, and for interest on those sums; and that “if the bankers threaten to enforce their security” on the 23d. October next, a bill in Chancery should be filed against them for an injunction. They have had two interviews with the bankers, who met them courteously, and after some difficulty consented to render an account (which they have since done) of the advances made to Griffin. They discussed with them the position of the company, and the seriously damaging effect of the mortgage, looking up, as it did, all the company's property, and for which, as they alleged, the company have had not a penny consideration, while it has purported to make the company liable not only for 7294t., old debt of Griffin's, but for 6500t. more, advanced to him, which, by his contracts, the company was not bound to find him—making a total liability of his of about 13,798t., since reduced by the 2944t. paid as before mentioned, to 10,754t., or thereabouts. The result of the discussions was that, under the circumstances, the committee thought it desirable to treat (without prejudice) with the bankers. The bankers were offered 6377, 13s. 2d., which they have refused to accept. The committee consider that the effect of the mortgage is to prejudice the company to the extent of Mr. Griffin's interest. They say that on the question of settling the accounts with him, the result shows that the share, in being forfeited, not only are not an item which can be put to his credit, but, in the events which have happened, positively are a source of weakness, in having for the time no responsible holders to pay the remaining calls; a loss in fact of so much subscription of capital. Unless, therefore, the bankers will accept shares (paid up 21, 10s.) in payment of the deficiency of Mr. Griffin's debt, say 7793t., the company must either resist the enforcement of the mortgage, or come under a permanent loss of 7793t., less whatever may remain of the retentions of 5543t. (if any) after getting the contract completed. Indeed, any benefit which might otherwise be derived from a forfeiture of the contract will probably be swept away by the damage and expense caused by the obstruction and delay in the progress of the works. They mention that the above figure may be further considerably altered for the worse, if a certain contention raised by the bankers be correct—that they shall not give credit against the 22,000t., for a large proportion (about 6000t. worth) of the timber comprised in Mr. Griffin's security, which they allowed him to have, after the date of the mortgage, without paying for, and which, if used, as they allege, by Mr. Griffin on the company's works, have been paid for by the company on the engineer's certificates. They are advised, however, that this contention is wholly untenable.

With regard to the condition of the works, they were astonished at their magnitude, and agreeably surprised at the substantial and excellent nature of them. The committee refer to the fact that Lieut.-Col. Dickson only possessed 200 promoters' shares, and never had other interest in the company, but received 1221 directors' fees. Mr. T. H. Bristol has made the company co-defendants with Mr. Griffin in a Chancery suit for

1183t., which amount is attached, but the company's solicitors do not consider that the company's liability. The committee recommend (estimating the value of the mine at 43,998t., subscribed capital unpaid, 10,903 shares of 5t. each, 54,501t. 3s. 3d., which there is the banker's claim of 19,097t. 17s. 3d., less 6000t. for contractors' 6377, 13s. 2d. To finish works, at per engineer's estimate, 12,000t., 13,000t., 3000t., 41,477, 17s. 3d.; leaving a surplus, unless undercapitalised, 13,641, 10s. 10d., pro rata to the shareholders at 21, 10s. each; that a call be made to the extent of 10s. per annum interest.

The committee further recommended that the board should be recommended to lodge and ability in such matters. That the works be presented under the management of a board, or be let out to be finished by contract, as the board may feel best. That a construction prospectus be issued, offering the remaining shares; and that, in the event of the funds raised by this means, the last call on the other side be made, and that the enlarge the company's proprietary, and increase its credit by not having its shares paid up. That the forfeited shares be disposed of in such manner and upon such terms as the directors think fit. That the arrangements with the bankers be not altered on the basis of the terms before stated, or modifications of them, and not charged to pay up the calls on his shares, and that in default of proceedings be taken to enforce them. That Mr. E. B. Williams be requested to take up his qualification as a shareholder, if he conveniently can to take an active part in the management.

The CHAIRMAN pointed out the favourable prospects of the undertaking, and necessary funds were obtained; and observed that he thought the arrears were back owing to the state of their affairs, and that as soon as the result of the meeting was known, all would be paid up. In reply to his circular, he had received the result of the meeting, and he was glad to hear that the directors were so unanimous in their opinion. He felt confident that if the 6377, 13s. 2d. were forthcoming, they would be able to pay up the calls on his shares, and that in default of proceedings be taken to enforce them. That Mr. E. B. Williams be requested to take up his qualification as a shareholder, if he conveniently can to take an active part in the management.

Mr. BAKER, M.B., remarked that, as one of the committee, he visited the mine and the works were certainly everything they could expect—indeed, they were beyond his expectations. Mr. Kimber had gone into the legal portion of the matter, and he was not considered to be in any way responsible for the private debts of the contractor. He felt confident that if the 6377, 13s. 2d. were forthcoming, they would be able to pay up the calls on his shares, and that in default of proceedings be taken to enforce them. That Mr. E. B. Williams be requested to take up his qualification as a shareholder, if he conveniently can to take an active part in the management.

Mr. KIMBER explained that the principal difficulty was with the bankers, he was not going on. Messrs. Taylor (of John Taylor and Sons) were prepared to take the management, on condition of the necessary funds for developing the mine being provided. They had been well served by the contractor, and he was prepared to sum they would be able to go on prosperously. Messrs. Taylor had agreed to take the board, and put their name at stake; and he had no hesitation in saying that they alone would prove a tower of strength to them.

The report was adopted, and resolutions in accordance with the committee's recommendations passed; the appointment of Messrs. Collier and Jennings was confirmed, and it was resolved that Messrs. Miles, Charles Selon, Henry Kimber, John and Richard Taylor be added to the board of directors. The directors were asked to enter into negotiations with Messrs. J. Taylor and Sons, and to undertake the management of the mine, the acceptance of such office not to disqualify them from their seat at the board. Thanks were voted to the committee of investigation and the Chairman.

LINARES LEAD MINING COMPANY.

A general meeting of shareholders was held at the offices of the company, Queen-street-place, yesterday. Mr. THE CHAIRMAN in the chair.

Mr. J. B. COLOGAN (secretary) read the notice convening the meeting.

The report of the directors stated that the accounts which they before the meeting for the half-year ending June 30 are the first which they have had a loss for some years past, and it has caused the board much regret that such should have been arrived at. This loss has been occasioned mainly by the heavy and fall in the price of lead, but it is also due to the diminished production of the lode in several of the deepest levels of the mine. The difficulty of obtaining a supply of labourers has been considerable, and has tended to diminish the production of the mine. The directors have endeavoured to remedy the existing state of affairs, and have been successful in obtaining a supply of labourers by transport by railway, which has so long been expected and promised. The agent at Linares shows that the mine has not improved in the lower levels; the lode at the deepest level is extremely poor. The principal shaft has been extended to a further depth of 12 fathoms, and the lode will very shortly be reached and proved at that point. Upon this proof the fate of that, the central portion of the mine, will greatly depend. In both the eastern and the western parts of the mine, considerable quantities of discovered ore, and much ground still in the state of good promise. At the bottom section of the property known as Warren Mine, the lode in the bottom levels, and has improved with its increased depth. The section, near Taylor's shaft, continues to yield the largest proportion of the mine's great extent of the mine, and its depth, involve a considerable monthly expense, and consequently any falling off either in the quantities of ore, or of the market lead, operates very disadvantageously upon the profits. The directors have considered the best means of bringing this undertaking into a more prosperous state, and with that view they have lately acquired another set of permanent adits, words, another mine, within a mile of Pozo Ancho, which pertains to the same property in the district. The directors feel the difficulty of working the mine in the bottom levels, and has improved with its increased depth. The section, near Taylor's shaft, continues to yield the largest proportion of the mine's great extent of the mine, and its depth, involve a considerable monthly expense, and consequently any falling off either in the quantities of ore, or of the market lead, operates very disadvantageously upon the profits. The directors have considered the best means of bringing this undertaking into a more prosperous state, and with that view they have lately acquired another set of permanent adits, words, another mine, within a mile of Pozo Ancho, which pertains to the same property in the district. 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the eastern branch, it is small, yielding occasionally stones of lead. The lode in the 36 north, on the western part, is 1 ft. wide, yielding some very good stones of lead. In the

rise in back of the 36, south level, the lode has a very good appearance, yielding occasionally good stones of lead. There is no change in the adit north end since my last report. In the 26 cross-cut west the ground continues favourable, and showing strong indications of a lode being near at hand; the end is letting out more water.

EAST LAXEY.—W. H. Rowe, Sept. 20: The shaft No. 2, 10 ft. now sunk to the depth of 9 feet below the adit, rock filled, and arrangements made to draw the water by manual power as far as practicable, and we hope till relieved by the pitwork. The lode in the bottom of the shaft averages 4 feet wide, and composed of clay-slate, quartz, gossan, and carbonate of copper. In an adjoining mining company's sett to the east, and close to our boundary, I notice an additional indication to our immediately resuming the driving of our No. 1 adit north. A considerable capital is now being raised by our neighbours to explore and make trial of a lode of some promise, which runs directly into our ground, and forms a junction with our No. 1 lode (as near as can yet be seen) not far from its point of contact with the wheel-case, or new lode last discovered. I will shortly be further about this. With regard to the wheel, &c., though everything is now on the ground, a good deal of work yet remains to be done, but we purpose to hasten matters by contracting with the masons for the remainder of their work.

EAST PROVIDENCE.—W. White, Sept. 21: The lode in the Boorman's shaft, sinking below the 70, has improved, now 14 in. wide, worth 51 per fm. and showing strong indications of a further improvement. The lode in the 70, east of Boorman's, is 10 in. wide, producing stones of tin. The lode in the 60, east of Boorman's, is 12 inches wide, yielding some rich stones of tin, and of a very promising character; here we expect to have a good lode shortly. The lode in the winze sinking below the 60 has fallen off, and now worth 61 per fathom. The lode in the stopes in the back of the lode is worth 51 per fathom.

EAST ROSEWARNE.—J. James, Sept. 21: At Hallett's shaft the lode is 1 ft. wide, worth 61 per fm. for the length of shaft, 10 ft. The 85 east is much as last reported. In the 85 west we have a good lode, 1 ft. wide at the bottom of the level, but not so good towards the back; I think this ore will make up in the end shortly. We are making good progress in rising against the 75 winze, and expect to hole next week. At King's shaft, sinking below the 75, the ground is favourable; the lode is 15 in. wide, improving in appearance, and producing good stones of ore. In the 75, west of King's, the lode is 10 in. wide, worth 101 per fm. The stopes and tribute pitches throughout the mine are much as for some time past.

EAST SWAFFELL.—W. Rowe, Sept. 20: We have thought it advisable to suspend for the present the drivings or adits northward, on Nos. 1 and 2 veins. In both instances a split and disturbance of ground have occurred, destroying almost all traces of a regular lode. In the adit south, on No. 2, the lode is strong and well defined; and, as a pioneer and discovery level, there is every inducement to push this forward. As an adjunct to the grant already obtained from the Crown, it appears to us highly politic in the interest of the East Swaffell Company to get possession of an intermediate piece of ground lying between the East and Great North Laxey grants, in which several lodes are known to exist of a promising character. The main one, running with the ravine, known as the Glen Barrow, is of a most remarkable and masterly kind, and can be distinctly traced for the greater part of a mile. It would be interesting to trace this lode south of the river, in the direction of Great Laxey.

EAST ST. JUST UNITED.—J. Cartwright, P. Casley, Sept. 19: Saturday last was our pay and setting-day. All went off well. The sinking of the Cranjack shaft below the 10 is continued, as also the driving of the 10 west. We hope to hole the winze sinking below the adit level to the 10 by next setting-day; this ground will then work on tribute. We hope to have Agnew's shaft, sinking below the adit, down to the 10 by next setting. We have set Phillips' engine-shaft to clear up and cut down, and to make good below the 10. We are fixing ship-rod in No. 10 Boorman's shaft.

EAST WHEAL AGAR.—W. Johns, J. Williams, Sept. 18: We have completed the casing and dividing of Dunford's engine-shaft to the 60, and it is in good order for drawing the stuff therefrom. The sumpmen are now engaged cutting the pit, which we hope to finish in or about our next setting-day. The elvan in the 45 cross-cut has almost disappeared in the end, which we consider somewhat favourable for the cutting of the lode. In the 30, west of little cross-course, the ground is easy for progress, and still a little ore in the north part of the lode. In the midway level, driving west, the two branches are close together, and, consequently, they are not saved, therefore we thought it prudent to suspend them for the present, and have set the same on tribute.

EAST WHEAL GRENVILLE.—W. Rogers, W. Bennett, Sept. 20: The shaftmen have commenced putting in the penhouse preparatory to sinking the engine-shaft below the 85. The lode in the 55 west is 15 in. wide, composed of quartz and flookan, the ground by the side being of an easy granite, hence we like the appearance of this lode very much. The lode in the 55 east is 15 in. wide, composed of quartz and prlan, with a little tin and ore. The ground in the 75 cross-cut is very favourable for driving, and which is a very congenial granite. The lode in the 75 west is small. The lode in the stopes above is worth 251 per fathom. The lode in the winze sinking below the 65 east is 2 ft. wide, producing ore and tin—opening tribute ground. The lode in the stopes above the 65 west is worth 251 per fathom. The lode in the 55 west is 15 in. wide, worth 101 per fathom. The lode in the stopes below is worth 151 per fm. The lode in the 55 west is improving, and producing good saving work for tin.

—G. R. Odgers, W. Bennett, Sept. 21: We are getting on very well with the underground operations at this mine, but have no particular change to communicate. We are getting on pretty well with the dressing.

EAST WHEAL LOVELL.—R. Quentrell: Since my report of Wednesday last, the mine has improved in various places. The north lode, below the 45, is well defined, worth 1001 per fm., with every prospect of continuance. We have sunk during the past week 6 ft., by six men, at 111 per fm. The 40 west, on the south lode, is still very good, and fair prospect of continuance. The lode in the 35 west is 15 in. wide, the lower one is worth at least 761 per fm.; stopping by six men, at 71 per fm. The upper stopes is worth 451 per fm.; stopping by four men, at 31 per fm. The more we open on the lower stopes, the more I am convinced that this is a distinct branch of tin, and to all appearance it will yield a large quantity of tin, with a great profit. No alteration in any other part of the mine since my last report. We have sent to the stamps a large quantity of rich tinstuff, and shall have a good parcel of tin for sale shortly.

EAST WHEAL RUSSELL.—J. Goldworthy, Sept. 20: Homersham's shaft: Fair progress is being made in sinking below the 140 this week. In the 140, driving east, the lode is 2 feet wide, composed of white iron, quartz, mudi, and produces rich stones of yellow copper ore. Curia's winze below the 130 being communicated with the 140 gives good ventilation. The north lode in the 130, west of Soper's cross-cut, has been cut into about 3½ to 4 feet, composed of capel, quartz, iron, and produces some saving work for copper ore—a promising lode. The north lode, east of Soper's cross-cut, has been cut into 5 feet, composed of capel, quartz, prlan, peach, iron, mudi, and a little copper ore. The winze below the 77 is communicated with the rise in back of the 85. No other change in any part of the mine to notice since last reported upon.

FOWEY CONSOLS.—F. Puckey, C. Merritt, G. Job, Sept. 18: The general appearance of the mine is much the same as stated in our last monthly report. We shall give a detailed report of the mine for the adventures meeting, which will be held on Oct. 24. We have great pleasure in stating that at a meeting of the dues holders, held on the mine on the 4th instant, representing two-thirds of the whole amount, they have given up their dues for a period of 12 months from Midsummer last, with the promise of taking into consideration a continued reduction at the expiration of that period, should the condition of the mine be such as to require it; and we hope that some of the other dues holders will also do the same.

FRANK MILLS.—J. P. Nicholls, John Cornish, Richard Andrew, Sept. 20: The ground in the engine-shaft sinking below the 115, which is now down about 7½ fms., still very good, and fair prospect of continuance. The lode in the 115, which is not so productive as stated in our last, but it is still yielding occasional stones of ore, and presenting a very kindly appearance. The lode in the winze sinking in the bottom of the 100, is yielding ½ ton of lead ore per fm. There is no change in the 100 north since our last report. The stopes in the back of this level are yielding as follows:—The north one ½ ton, the middle one 8 cwt., and the south one 12 cwt. of lead ore per fm. The wide stopes in the back of the 45 north are quite as good as for some time past, the north one yielding 1½ ton, and the south one 2 tons of lead ore per fm. We have no change in any other part of the mine worthy of remark. The tribute pitches are also much the same. We continue to make good progress in the dressing department.

FURDON.—J. Collins, Sept. 20: The engine-shaft is now 8 fms. 2 ft. below the 21; the ground has the same appearance as before. The branch is still holding down, worth 1½ ton of ore per fm.; it is taking a slight underlie south, consequently we shall have it south as we go down. We have employed three labourers with the shaftmen, in order to make more progress in sinking. The ground in the cross-cut south at the 21 east is hard, and spare for driving, but not unkindly ground. The pitch in back of the 11 west is being given up. No change in any other place. We expect to sample for this month about 40 tons of ore.

LAWTON COPPER.—G. Rowe, Sept. 16: We have driven the 50, east from cross-cut, at the new engine-shaft, between 5 and 6 fms. on the leader part of the lode, which is about 3½ ft. wide, being composed of quartz, prlan, mudi, and good quality ore, yielding throughout from 3 to 5 tons of the latter per fathom, or worth from 151 to 351 per fathom; the lode in the present end is equally promising, and showing every indication of being a continuous course of ore. We have 4 fms. 5 ft. further to drive to get beneath the perpendicular of the winze sinking below the 36, which is down 6 fms. below that level, leaving 14 fms. 3 ft. 8 in. further to sink and rise to make a thorough communication with the new and old workings. The very favourable weather has greatly facilitated our operations in the dressing department, and we are now in the mine, where we are busy in preparing a parcel of good quality ore for the market.

GLASGOW CARADON CONSOLS.—W. Taylor, Sept. 19: The ground in the 78 fm. level cross-cut south is of a very favourable character, and we are making good progress, and hope we shall soon reach McClure's lode. We have an increase of water in the 65 fm. level cross-cut north, and the ground is easier for driving. The 65 west counter lode is worth 101 per fathom, and favourable for progress. McClure's lode just as last reported, producing good stones of ore. No other change to notice in the end this week. The stopes throughout the mine are producing the usual quantities of ore. We are obliged to suspend sinking the winze in the bottom of the 65 west, as it is further advanced under; the lode falls the value last reported—201 per fathom, are getting on favourably with dressing ores for next sampling, and hope to have a larger quantity than last sale.

GODOLPHIN HILL.—John Pope, Jun., Sept. 15: The counter lode in the deep adit level, driving south-east of Parson's shaft, is disordered by a horse of killas. We have got to the bottom of the old workings in the new shaft sinking from surface to communicate with the deep adit level; the lode is 18 in. wide, producing some rich stones of tin, altogether saving work, which I think will pay for sinking. The counter lode in the shallow adit level, driving north-west of Parson's shaft, is 16 in. wide, laying open tribute ground. The counter lode in the shallow adit level, driving south-east of pump shaft, is producing more peach than it has of late, which we consider to be an improvement in the appearance of the lode, already opening tribute ground. The north lode in the shallow adit level, driving east of new shaft, is 10 inches wide, and opening tribute ground.

—J. Pope, Jun., Sept. 20: The counter lode in the shallow adit, driving south-east of the pump shaft, has improved since my last report, at present 2 ft. wide, worth 101 per fm., and being driven at 21. 15s. per fm.

GOLCH HILL.—Sept. 20: The branch of lead mentioned in my last report has died out. The men will commence driving out in another week, when I expect we shall come upon it again; it still holds good in the bottom of the pit.

GREAT BRIGAN.—John Treddinell, Sept. 20: The lode in the end driving west of the new shaft, at the 10, is making larger, and produces saving work for copper ore. In the winze sinking below the above level, west of said shaft, the lode is composed of spar, mudi, and spots of copper ore, which looks kindly. The lode in the winze sinking below the said level, further west, is worth for copper ore 41 per fm. The stopes in the back of the 10, west of shaft, is worth for copper ore 61 per fm. The stopes west of No. 2 winze, in the back of the said level, has improved, and is now worth for copper ore 71 per fathom.

GREAT CARADON.—F. C. Harper, Sept. 19: We are pushing on with the sinking of the engine-shaft below the 60 as fast as possible; the ground, I am glad to say, is moderately easy for exploring, and hope to commence fixing the plunger-lift at the 60 fm. level shortly.

GREAT DEVON AND BEDFORD (Colcherton).—James Richards, Sept. 20: The cross-cut in the 40, driving north, is still being continued; the same is extended 1 fm. 4 ft., and we are of opinion that the main part of the lode is further north. The lode in the 40, driving west, is fully 2 ft. wide, composed of quartz, gossan, and mudi. The lode in the 30, driving west, has undergone a change since our last report, having been intersected by a small cross-course, which has heaved the lode south about 3 ft. The

lode under this cross-course has a little improved, now 3 ft. wide, composed of quartz, mudi, and good stones of copper ore of good quality.

GREAT NORTH DOWNS.—J. W. Crane, M. Jenkin, Sept. 20: There is nothing new in Vivian's engine-shaft to report this week; the lode is still very large, and producing stones of ore. At King's shaft the men are at present engaged in bedding down the shaft to the 85 fm. level, which will be accomplished by the end of this week, when we shall cut through the lode to ascertain its size and value. The south part of the lode being carried in the 86 fm. level end, west of this shaft, is 3 feet wide, worth 81 per fathom. In the 75 fm. level, driving west of Sleggan's shaft, the south part of the lode is worth 121 per fathom. The lode in the 70, west of said shaft, produces stones of copper ore, and the appearance of the ground improving. The lode in the 60 fm. level, driving west of the above shaft, is worth 81 per fathom. The north-east canner, in the 60 fm. level, is worth 61 per fathom.

GREAT NORTH LAXEY.—R. Rowe, Sept. 21: The lode in the 73, driving south, is 12 feet wide, of a strong kindly appearance, and worth about 12 cwt. of lead to the fathom. In the same level, driving north, the lode is 2 feet wide, containing a little lead, and to-day we have tapped a very heavy feed of water from the end, which is a good sign. In the 60 end, driving south, the lode is 1 foot wide, made up of rock, soft spar, and a little lead. No change to note in the adit driving north and south. We have 20 tons of lead ready.

GREAT RETALACK.—W. H. Reynolds, Sept. 21: In the adit end we have intersected a branch, 6 in. wide, composed of flookan and spar, and the ground is favourable for driving. The tributaries are breaking large quantities of stuff and good work for blende.

GREAT SOUTH CHIVERTON.—J. Nancarrow, J. George, Sept. 21: The engine-shaft is going on well with the engine, but the mudi, &c., is rather heavy, still we are pushing it as fast as possible, and expect to get the engine to work next Monday. The masons will have finished about the boiler and boiler-house roof by that time.

GREAT SOUTH TOLGUS.—J. Daw, Sept. 20: At Lily's shaft, sinking below the 166, the lode is still producing 1 ton of copper ore per fathom. In the 154 east the lode has improved in the past week; it is 1 ft. wide, producing some very good ore.

GREAT WHEAL BADDERN.—Richard Pryor, Hercules Trengoon, Sept. 18: We have set the following bargains to-day:—Hill Brothers Shaft: The 75 cross-cut to drive south, and still letting out a quantity of water, which makes it rather troublesome for driving. The 63 cross-cut to drive south, by four men, at 104. 10s.; the end is strongly mineralised with mudi, blende, and spots of rich silver-lead. We have within the last day or two met with a little deposit of elvan, which is usual before we meet with the main course. Buckley's Shaft: The 25 to drive east of shaft, by six men, at 41 per fm.; the lode is 3½ feet wide, and worth 71 per fm. The stopes in the bottom of this level, by six men, at 21. 15s. per fm.; the lode is 4 ft. wide, and worth 121 per fathom. The stopes in the back of this level, by four men, at 21. 15s. per fathom; the lode is 3½ ft. wide, and worth 71 per fm. We have also set four tribute pitches, the tributaries varying from 6d. to 13s. in 11. Our pay and setting went off well.

GREAT WHEAL BRISTOL.—J. Edwards, J. Edwards, J. Edwards, Sept. 18: Harvey's engine-shaft men have been engaged during the past week sinking the balance-bob in the 10 fm. level. No lode taken down in Offord's shaft, below the 140, since last report. In the 140, east from Offord's shaft, the lode is 2 ft. wide, worth 81 per fm. The lode in the 130, east from said shaft, is 18 in. wide, producing saving work for tin. The lode in the winze sinking below the 120, east from Offord's shaft, is 18 in. wide, producing stones of tin. The lode in the 110, east from Mathew's shaft, is 2½ ft. wide, worth 61 per fm. for tin, with indications of further improvement. The lode in the 100, driving east from Walker's shaft, is 5 ft. wide, worth 351 per fm. The lode in Walker's shaft, sinking below the 90, is worth 101 per fm. In the 20, east from said shaft, is at present a patch of killas, but no doubt it will shortly resume its former size and value, at present worth 151 per fm. The lode in the rise in the back of the said level, against Walker's shaft, is worth for the part carried (12 ft. by 6 ft.) 121 per fm. The lode in the said shaft, sinking below the 80, is worth 151 per fm.; we hope to make the communication at this point with the 90 rise in the coming week. The lode in the 70, driving east from Walker's shaft, is 5 ft. wide, producing saving work for tin. The lode in the rise in the back of this level, against the said shaft, is 2½ ft. wide, worth 81 per fm. No lode taken down at Walker's shaft, below the 65, for the past week. The lode in the 40, driving east from said shaft, is 4 ft. wide, producing saving work for tin. The lode in the 36 cross-cut, south from Walker's shaft, is still favourable for driving. We have commenced to clear out foundation for the building for the new steam stamps, and no time will be lost in getting the same to work.

GREAT WHEAL GRYLLS.—Edward Rogers, Edmund Rogers, Sept. 21: Michael's Lode: In the 12, driving east of Michael's flat-rod shaft, the lode is 2 feet wide, producing tinstone of low quality. Stevens's Lode: The 12, east of the cross-cut, is suspended for the present time, and the men put to rise in the back, towards the winze sinking from the level above. The lode in this rise is worth 41 per fm.; the price for rising is 41 per fm. In the winze in the bottom of the adit the lode is 12 inches wide, worth 31 per fm. The lode in the 36 cross-cut, south from the 12, is worth 151 per fm. The lode in the 36 cross-cut, south from Walker's shaft, is still favourable for driving. We have commenced to clear out foundation for the building for the new steam stamps, and no time will be lost in getting the same to work.

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in the stope above the 105 level is worth 67. per fathom. The lode in the 90 east is 3 feet wide, worth 105. per fathom. The lode in the 85 stope above this level is worth 97. per fathom. The lode in the 80 west is 24 1/2 ft. wide, worth 82. per fathom. The lode in the stope above the 80s are looking much the same as before reported. There is a good branch of tin in the rise above the 67, worth 97. per fathom. The lode in the 54 winze east and the 54 west is worth in each 77. per fathom.

WHEAL GRYLLE.—Edward Rogers, Edmond Rogers, Sept. 21: The 40 is driving east of the flat-shaft, at 31. 15s. per fathom; the lode is 6 inches wide, producing some good stones of tin. The rise in back of the 30 is communicated to the winze sunk from the level above. The men will recommence driving the 30 end at once. At the 20, east of the present shaft, the lode is 18 inches wide, worth 47. per fathom.

WHEAL HARRIET.—Williams, Sept. 16: The 130 is 130 west end, from east cross-cut, is unproductive. The lode in the 115 west end, from east cross-cut, is producing stones of copper ore. The lode in the 115 east end, from west cross-cut, is producing stones of copper ore. The stope above the 115 is worth for copper ore 77. per fathom. The lode in the 90 east end has very much improved; it is now 2 feet wide, composed of peach, mangle, and copper ore, worth 107. per fm.

WHEAL HOPE.—William Glanville, Sept. 20: Since our last report no particular change has taken place in the appearance of the lode in any part of the mine. The lode in the 75 west is 1 foot 6 inches wide, containing spots of lead, and letting out more water than has been the case for the last fortnight. The lode in the 65 west in 1 foot wide, but poor at present; it has a kindly appearance, with good ground for driving. In the 45 east end there is no change in appearance for lead, but we have excellent ground for driving; the lode is 2 feet wide, composed principally of flookan, impregnated with spots of lead. The two tin stipes and tribute pitches are without any change since our last report.

WHEAL KITTY (St. Agns).—Wm. Polkinghorne, S. Davey, Sept. 16: In the 82, driving west of Holgate's shaft, the lode is looking very promising, and yielding good stones of tin.—Fryor's Lode: In the 65, driving west of new shaft, the lode is worth for tin 107. per fm. In the 45, driving east of shaft, no change has taken place during the past fortnight. In the 35, driving east of shaft, the lode is 3 1/2 ft. wide, worth 107. per fathom. In the 54, driving east of shaft, the lode is worth for tin 82. per fm. In the 44, driving west of shaft, the lode is worth for tin 87. per fm. In the 44, driving east of shaft, the lode is worth for tin 77. per fm. In the add level, driving west of the cross-cut, nothing new has taken place since our last report. We have no remark to make in connection with either of the cross-cuts.

WHEAL LUDCOTT AND WREY CONSOLS.—Peter Eddy, Sept. 21: Since my last communication we have driven south 6 ft. and north 9 ft. on the course of the lode at the bottom of the engine-shaft; the lode is large, and produces good stones of lead ore; and, on that, on the 105, level, and not so good as the 100 level. The lode, however, has levelled down poor in the level ore, near the shaft, and from this view of the case, the lode is now decreasing in spar, charged with an unusual quantity of lime, and increasing in fluor-spar, there is reason to believe that both ends will shortly improve. There is a good channel of ground come into the 116 end north, now driving at 55s. per fm. The lode has not been all taken down lately, but the part carried produces saving work. The 116 end south produces saving work, and the appearances in both ends are such as to lead us to believe they will also improve shortly. At Wheal Wrey nearly all our operations are being carried on at tribute, by about 30 men. From both parts of the mine we sampled and raised last nearly 50 tons of lead ore, making for what is below the 100 level about 100 tons.

WHEAL NORVAL.—J. Andrews, Sept. 16: Carter's shaft is sunk 4 fms. 1 ft. below the 57, and we have about 3 ft. further to sink, after which we shall put down the main rods and fix a 9-inch plunger-lift at that level. The lode in the 57 end, driving east of Carter's, has further improved, which is now 2 ft. wide, worth fully 207. per fm. The lode in the 45 fm. level end is east is small and unproductive. The lode in the stope in back of this level is 20 in. wide, worth 46. per fathom. In the 45 fm. level end, driving east of cross-cut, on new lode, we have just passed through another cross-course, but have not taken down any lode east of this point, therefore I cannot give you its size and character for the present.

WHEAL POLLARD.—W. C. Cook, Sept. 16: The lode in the 50 east is not quite so large as it has been during the last fortnight; now about from 10 to 12 in. wide, consisting chiefly of spar; the ground has a little improved for progress; re-set at 67. 10s. per fathom.

WHEAL SITNEY AND CARNMEAL.—W. Chappell, E. Guyas, Sept. 20: The lode in bottom of flat-shaft sink, sinking below the 125, is 4 ft. wide, composed of peach, prian, quartz, and a little tin, but not sufficient to value; ground very hard for sinking, similar to that at Great Wheal Fry. The lode, before cutting the rich course of tin, was 10 ft. wide, worth 50. per fathom. The lode in the 95 west end, from east cross-cut, of a very kindly appearance, and letting out much more water than it did in the shallower levels, and the ground around it looks very congenial for tin. Boulder shaft, sinking below the 75, is within 2 ft. of the 95, west of flat-shaft shaft; here the lode is standing on the north side of shaft; we shall cut through the lode, so as to ascertain its value as soon as we have sunk 2 ft. more, and also put the men to drive east to hole the 95, west of the flat-shaft shaft, for ventilation, and the discharge of the boulder water. The engine and pitwork are in good working order.

WHEAL SPARNON.—W. Treay, E. Chegwain, Sept. 16: Sump: W. have cleared out the sump, and the water has run down from the 100 level to the 95 level, and now, as we have changed clack door-plates, are in a position to send this away more rapidly, as far as we can get into the level, about 10 fms., the lode produces tin of good quality; we cannot yet see enough to ascertain its value, there being still too much mud in the level. It appears that the old men left the tin part of the lode standing, and we believe that as soon as this level is clear we shall have a large quantity of ground productive of tin available for stopping the level; set at clear at 5s. per fm. In the 20 west end the north lode has made a sudden turn off south, and cannot at present be all seen in the end; we shall cut into it next week; set at 67. per fm. In the 20 east rise the new lode produces tin of good quality; set at 77. per fm. In the 20 north the north cross-cut nothing of importance has been intersected for the month; set at 82. per fm. At the old sump the whole remaining portion of the ship-road has been set to nine men, and we expect to make good progress; set at 20s. per fm.—Belfry: The clearing at the 45 south is progressing rapidly. In the 50 south end we have discovered a copper lode, containing very pretty black, yellow, and peacock copper ore; this lode is small in the cross-course, as all the lodes are here, but we expect this to enlarge on getting a little off into settled ground. The 50 end has been set to drive east on this lode, by two men, at 37. per fm.; clearing set to six men, at 7s. per fm.

WHEAL TREVANION.—W. Williams, Sept. 20: At the new engine-shaft, in the 145 cross-cut, north of engine lode, east of shaft, towards Allen's branches, there is nothing out worthy of notice. In the 133 east Allen's branch is worth 47. per fathom. The stipes in back and bottom of the 123 east, on Allen's branches, are worth on an average 107. per fm. In the 103 cross-cut east, driving north in search of more branches, there is nothing cut to notice. In the cross-cut south of the same level, towards Wallis's lode, the ground is showing strong indications of our being near the lode; it is mixed with mineral heads, and letting out more water. The stipes in back of the same level east, on Allen's branches, are worth on an average 107. per fm.

SANTA BARBARA GOLD.—The directors have issued the following report, in anticipation of the general meeting, to be held on Wednesday:—The directors having met the shareholders in public meeting so late as July 18, and having since then issued to each the half-yearly report from Capt. Bryant, the resident manager of the working of the mine, to June 30, have, on the present occasion, principally to lay before them the half-yearly report of the directors, and the expenditure, and to show to Paris, as well as in Liverpool, to June 30 last; these accounts they refer to say, show a loss on the working for the six months of 42107. 18s. 10d. The shareholders will have perceived from the reports already in their possession that this state of affairs, so different from what they had a right to anticipate at the period of the last half-yearly meeting in April, has arisen from various causes, some of which have ceased to exist, and though the directors are as yet unable to report as much respecting the one principal obstruction to the prosperity of the concern—viz., the contraction of the lode, they are so much enabled to report, good success of the Capt. Bryant's report, that this, so common an occurrence in all mining concerns, will also be thereby removed. In giving this opinion, the directors have instructed their manager to continue sinking the shaft to prove the lode in depth, and at the same time to discontinue all unnecessary work, and to keep the expenditure down to the lowest possible point. The following is a copy of Capt. Bryant's report, dated July 27, 1865, already published in the local papers:—“In No. 2, or south bottom, the shaft, or deepest part in this, continues much the same; the lode is 6 ft. wide; in the stope under south adit the lode is 8 ft. wide, and south at adit level and above 7 to 8 ft. wide. We have commenced new shaft from surface, with a view to Mr. Morrison's plan, and the shaft, containing about 110 acres 2 rods 24 perches, will be pretty well completed before the rainy season sets in. In No. 3, or north bottom, the lode in shaft continues about same size, 4 ft. wide. I have expected, from indications, that it should have opened out ere this, but so far am disappointed. The indications still continue, and I hope to see an alteration shortly.”

THE THORNFY ESTATE.—Mr. Thomas Wetherell put up for sale by auction, on Friday, at Thwaite's Waterloo Hotel, the property comprised in the above estate. A large number of gentlemen were present. There were, in all, eight lots, only one of which was sold. Lot 1 consisted of Thornley Hall Farm, containing 475 acres 3 rods 6 perches. Lot 2 consisted of Gore Hall Farm, containing about 299 acres. For the purpose of the public-house, with the farm and estate, and the other, containing about 110 acres 2 rods 24 perches. For this lot the sum of 30007. was offered, but it was not sold, being bought in. Lot 4 consisted of White House Farm, containing 110 acres 8 perches. For this 27007. was offered, but it was bought in. Lot 5 consisted of Dean House Farm, containing 46 acres 33 perches. The sum of 11507. was offered, but the lot was bought in. Lot 6 consisted of a parcel of land, containing 15 acres 1 rod 29 perches, now used as a site for coke ovens and coal-washing apparatus, in the occupation of Mr. Jas. Morrison. For this lot there was a spirited competition, which commenced at 2207., and was ultimately sold to Mr. Morrison, at the present price, the sum of 6007. The next lot, No. 7, consisted of freestone buildings, and 1807. was offered, but it was not sold. Lot 8 consisted of the manor of Thornley, with Thornley Colliery, the royalty of which extends to 1131 acres, and all the mines, minerals, &c. The sum of 20,000., which did not reach the reserved bid, was offered, and this lot was, therefore, left unsold.—Durham Advertiser.

HOLLOWAY'S OINTMENT AND PILLS.—These highly esteemed medicaments cannot be too strongly recommended for curing most of the maladies to which humanity is heir. They are as suitable for the child first entering on the journey of life as for the aged and infirm. The ointment is a specific for the cuts, bruises, abrasions, and eruptions often witnessed in the nursery, and is no less efficient in healing up soundly and permanently the chronic ulcers and bad legs which so often beset misery on advanced years. By an easy attention to the instructions wrapped round each packet of ointment and pills, any moderately intelligent person may abridge or avert the disease.

WATSON AND CUELL'S MINING CIRCULAR.

WATSON AND CUELL,
MINING AGENTS, STOCK AND SHARE DEALERS, &c.
1, ST. MICHAEL'S ALLEY, CORNHILL, LONDON.

Messrs. WATSON and CUELL having made arrangements for transferring their weekly Circular, which has had so large a circulation during the past ten years, to the columns of the *Mining Journal*, their special reports and remarks upon Mines and Mining, and the state of the Share Market, will in future appear in this column.

In the year 1843, when Cornish mining was almost unknown to the general public, attention was first called to its advantages, when properly conducted, in the "Compendium of British Mining," commenced in 1837, and published in 1843, by Mr. J. Y. Watson, F.G.S., author of "Gleanings among Mines and Miners," "Records of Ancient Mining," "Cornish Notes" (first series, 1862), "Cornish Notes" (second series, 1863), "The Progress of Mining," with Statistics of the Mining Interest, annually for 21 years, &c., &c. In the Compendium published in 1843 Mr. Watson was the first to recommend the system of a "division of small risks in several mines, ensuring success in the aggregate," and Messrs. Watson and Cuell have always a selected list on hand. Perhaps at no former period in the annals of mining has there been more peculiar need of honest and experienced advice in regard to mines and share-dealing than there is at present; and, from the lengthened experience of Messrs. Watson and Cuell, they are emboldened to offer, thus publicly, their best services to all connected with mines or the market, as they have for so many years done privately, through the medium of their own Circular.

Messrs. WATSON and CUELL transact business in the purchase and sale of mining shares, and other securities, payments of calls, receipt, and transmission of dividends, obtaining information for clients, and affording advice, to the best of their knowledge and judgment, based on the experience of more than 30 years active connection with the Mining Market.

Messrs. WATSON and CUELL also inform their clients and the public, that they transact business in the public funds, railways, docks, insurance, and every other description of shares dealt in on the Stock Exchange.

Messrs. WATSON and CUELL are almost daily asked their opinion of particular mines, as well as to recommend mines to invest or speculate in, and they give their advice and recommend mines to the best of their judgment and ability, founded on the best practical advice they can obtain from the mining districts, but they will not be held responsible, nor subject to blame, if results do not always equal the expectations they may have held out in a property so fluctuating as mining.

Messrs. WATSON and CUELL having agents and correspondents in all the mining districts, and an extensive connection among the largest holders of mining property, have the more confidence in tendering their advice on all matters relating to the state and prospects of mines and mining companies, and are enabled to supply shares in all the best mines at close market prices, free of all charges for commission.

WHEAL TRUSCOTT.—Capt. Nicholls reports that the adit level has been driven 29 fms., and is being extended by six men, at 5l. per fm. It is expected there will be 10 fms. more to drive to cut the lode.

CLIFFORD AMALGAMATED.—It will not always do to publish all we know. Any one interested, however, can learn the true position of these mines by applying to us.

FRANK MILLS.—We have had this mine thoroughly surveyed and reported upon, at great expense, by Capt. Charles Thomas, of Dolcoath. It is not our intention to publish the report, but a copy of it may be had for one guinea.

THE CITY ARTICLE.—We shall be glad to give any information as regards position, prospects, management, price, &c., of any mine mentioned in this article, and also to supply shares, at net market prices, in any or all of them. Our daily share list, for the correctness of which we vouch, is sent by post any or every evening to those who forward stamps for postage.

THE MINERAL RESOURCES OF EGYPT.—In a paper entitled "Remarks on the Geology of Parts of the Sinaitic Peninsula," the Rev. W. Holland stated that the Peninsula of Sinai is composed of three great geological elements. The first and most extensive is the northern table land of limestone known as the Desert of Tih. The next element is the sandstone formation, and this is especially interesting, as having formed the great mining district of the Egyptians. A few hours south of Mount Sinai is also a curious patch of sandstone, occurring in the midst of the granite district, which has been quarried for stone for building at the Convent of St. Catherine. The principal Egyptian mines were apparently turquoise, and were extensively worked at Serabit-el-Kadim and Wady Moghara. Twenty years ago Major McDonald visited this spot, and succeeded in obtaining a large quantity; the specimens produced were of his discovery. The author was also of opinion that copper did not exist on this peninsula, although Dr. Stanley speaks of "the copper mines of Serabit-el-Kadim and Wady Moghara." It would appear, however, that the hematite iron which abounds here and in Wady Mokatteb, was worked by the Egyptians, and perhaps by an earlier race, for undoubted stone hammers and flint instruments are frequently found. Large quantities of crystallized rock salt exist. But though no traces of copper exist at the above-mentioned spots, there is undoubtedly copper in the peninsula, as a year and a half ago an Arab appeared with a camel load of stone, which contained apparently a very large amount of copper, but owing to some mistake the man was allowed to leave without questioning. Major McDonald has also found a large heap of copper slag, which, if in a less remote region, might be re-smelted with profit. The granite formation is the next element, and includes the greater part of the peninsula. The granite mountains are frequently seen from top to bottom with veins of porphyry and basalt, and present a peculiar striped appearance, which adds much to the beauty of the country; but they are destitute of metal ores. Dr. Wilson speaks of finding the sides of a mountain on the east of Wady Mokatteb peeling and excavated to a great extent; but the author of this paper states that he searched several times for this mountain without success, and Major McDonald thinks that the gentleman must have mistaken the Arab charcoal furnaces for ancient smelting places. Specimens of iron ore were also obtained from the Arabs. Many of the granite mountains between Serabit-el-Kadim and Wady Moghara are capped by a stratum of sandstone of considerable depth, and in all cases it is perfectly horizontal, showing that it was deposited after the upheaval of the igneous rocks; an additional proof of this was the apparent absence of any change in the nature both of the limestone and sandstone rocks at the junction with the granite. The author also alluded to the boiling sulphur springs and hot caves of Jebel Hamman and the tepid springs at Tor, and stated that the heat of the latter springs had been much exaggerated, for fish were to be seen swimming within a few yards of the fountain head.

LIABILITY UPON CHEQUES OBTAINED BY FRAUD.—Where a person, by means of a false promise, or promise which he does not fulfil, procures another to give him a cheque in favour of a third person, to whom he pays it, and who receives it bona fide for value, the person who gives the cheque remains liable upon it for the drawing of a cheque *propter factum* importation and liability—and the drawer can only release himself from his liability to pay the person who has received the cheque by showing that he is not the holder for value, or that he received it with notice of the fraud, or otherwise *non bona fide*. This was the holding of the Court of Exchequer Chambers in the case of Watson v. Russell.

DELEGATION OF AUTHORITY.—Public officers cannot delegate their powers, and, therefore, a third person, though acting with their license and permission, and under the superintendence of their surveyor, cannot justify himself for acting as a public nuisance, although the acts so done are within their statutory powers, and would be legalised if done by themselves. This was holding of the Court of Queen's Bench, in the action Head v. Bush, brought to recover compensation for an action caused by an alteration in the level of a foot way made by the defendant in the course of paving it. The defendant pleaded in justification that the work done by him was so done without any negligence on his part, and with the license and permission of the District Metropolitan Board of Works, under the superintendence of their surveyor, and in accordance with the provisions of the Act 18 and 19 Vict., cap. 120. The Lord Chief Justice said the discretion given by the Act is one conferred to a public body for public purposes, and cannot be delegated.

DEGREES IN SCIENCE.—The University of London for the last few years has granted degrees in science, similar to the degree which it confers in arts and medicine, and the number of students who present themselves for degrees in science is gradually increasing. Dr. Le Neve Foster, of the Miners' Association of Cornwall and Devonshire, at present residing at Truro, is, we believe, the only gentleman in Cornwall who has taken the degree of Doctor of Science; in fact, there are only six in the whole of the United Kingdom who have obtained this highly-coveted distinction. In order to obtain the degree, it is necessary to matriculate, and then pass two examinations for the degree of Bachelor of Science, before one can be admitted to the examination for the degree of Doctor of Science. This degree cannot be obtained in less than four years after passing the matriculation examination. We may add that four out of the six gentlemen who have got the degree of Doctor of Science were students at the School of Mines in Jermyn-street.

A STEP IN THE RIGHT DIRECTION.—With pleasure we hear that a new monthly magazine is to make its appearance with the new year: the subject to which it is to be devoted may be best understood from its title—the "Irish Industrial Magazine." We have little doubt this effort emanates from, and is an offspring of, the Irish Industrial Exhibition. This is a work that has long been needed for Ireland's well-being, and no section of the country affords greater subject for illustration—agriculture, shipping, &c. Flax culture, as well as mining, we hope will be especially attended to. It is said that a most efficient staff have been engaged, and contributions from eminent authors promised, so that with an adequate capital, which we also know is forthcoming, the infant publication makes its advent at the very period it should do. It presents a strong contrast to the events of the past week, and affords sterling proof that Ireland is advancing. We wish the "Irish Industrial Magazine" a prosperous course, and shall look with great anxiety to its No. 1, as no doubt it will be a great accession to Irish literature, and will, as it should, meet with liberal support on both sides of the Channel.

LONDON GENERAL OMNIBUS COMPANY.—The traffic receipts for the week ending September 17 was 12,850l. 16s. 6d.

Notices to Correspondents.

* Much inconvenience having arisen in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be regularly filed on receipt: it then forms an accumulating useful work of reference.

BRITISH MINING IN 1865.—Allow me space to answer the letter of "Sigma," in last week's Journal. For many years I have kept a list of all mines and quarries advertised in the Journal, or recommended in prospectuses, in the case of which extravagant promises are given, or large premiums demanded, together with the names of their directors, agents, and brokers. Of course, I have also carefully watched their progress. From this list I have derived the greatest benefit in my speculations, especially as the same directors and agents recur over and over again. The above list has only been shown to private friends, but if "Sigma" will forward me his address at any time I would send the names of three or four London offices and managers of mines in which I have held shares for the last eleven years, and have never repented of having done so. I can also give him the names of several Cornish mine agents who, for the usual fee, will inspect and faithfully report on any mine he may wish to become acquainted with. I enclose my card, and subscribe myself—CAUTION.

FEMERBROKE SLATE QUARRIES.—We shall feel much obliged by some one interested kindly naming the London company who have taken up these quarries, as referred to in the Journal of Sept. 2.—A. C.

TREASURY MINING.—In the Journal of Sept. 9 I notice the remarks of Mr. E. Cooke, in reference to this mine; and in his allusion to the Old Treasury Mine, which has yielded such large returns and profits, he states that Mr. E. Michell, the present purser of Treasury Mine, was also purser of the Old Treasury Mine, when it last worked. I beg to say that Mr. E. Michell was in no way connected with the old mine, the financial department being managed and entrusted to the care of the local committee, precisely similar to the system now adopted at Clifford and Dolcoath Mines. Mr. E. Michell did then, as now, reside on the Treasury estate, and was more engaged with parochial matters than mining finances. I think the sooner these and similar assertions, to suit interested motives, are discontinued the better by those engaged in mining, although truth may seem stranger than fiction.—TAUTH.

TREATMENT OF MUNDIC.—"J. J. H." (Newcastle-on-Tyne), in reply to "Tubal," suggests that it should be stated what quantity per annum is to be calcined, what is the shipping port nearest the mundic, and what is to be done with the residue. It is also desirable to state the percentage of arsenic and of sulphur in the mundic, and the percentage of sulphur to be left in after treatment. "Tubal" will see that he asks for information which can only be given after many enquiries have been made and answered, and it is questionable whether his better course would not be to advertise for someone to treat it for him, by which means he would be placed in communication with those acquainted with the business.

SHARE DEALING.—We never interfere in the sale or purchase of shares; neither do we recommend any particular mine for investment or speculation, or broker through whom business should be transacted. The addresses of most of the latter appear in our advertising columns.

THE MINING JOURNAL
Railway and Commercial Gazette.

LONDON, SEPTEMBER 23, 1865.

ON COAL MINING IN CHINA.

One of the few countries which European geologists have not been able thoroughly to explore is China. We have derived from adventurous travellers and from Chinese historians some general idea of the geological character of the Celestial Empire; but, except upon the seaboard, in the tea districts, and in the neighbourhood of towns open to foreign commerce, scientific Europeans have had few opportunities of minute and accurate investigation. We read that the Chinese were in the habit of burning coal as fuel a couple of centuries before the Christian era, and there is every reason to believe that the country contains extensive coal beds; but until the other day we were, comparatively speaking, ignorant of their extent and value, and knew very little about the way in which the mineral is extracted and consumed. But an addition has just been made to our scanty stock of information on this subject. It is derived from a paper sent by Mr. Mossman, a journalist lately resident in the "Flowerly Land," to his friend Mr. T. Y. Hall, of Newcastle-on-Tyne, and by that gentleman communicated to the recent meeting of Mining Engineers at Birmingham. The writer travelled through the chief provinces of the Chinese empire, and he gives Mr. Hall the result of his personal observations and enquiry into the coal resources and mining industry of that ancient and far distant country. So far, Mr. Mossman assures us his statements may be relied on, but the accuracy of the figures with which he estimates the extraction of coal is not guaranteed, for among a people so ill disposed to be communicative with foreigners only very imperfect data can be obtained on which to found an estimate.

It appears that in the history of the famous Han dynasty, which succeeded the race of Tsin about the year B.C. 201, and lasted till 184 years after Christ, mention is made of black stones being used as fuel by the inhabitants of the province of Kiang-see. There can be no question that these black stones were coal, and we are, therefore, forced to yield to the Chinese the merit of being the first to discover the utility of that mineral, as well as the art of printing, the composition of gunpowder, the properties of the magnetic needle, and the method of manufacturing silk and porcelain. In the seventh century Chinese coal had become an article of local commerce, and Marco Polo, the first European who visited China Proper (tempus A.D. 1275), informs us that the coal was "cut from the mountains in veins," and that it "burned like logs."

But although the Chinese were the first to discover the use of coal as a fuel, they have been very slow in adapting it to manufacturing purposes. Wood and charcoal seem to have been preferred, and this Mr. Mossman attributes to the cost of working coal, the inferior quality of the mineral obtained from surface operations, and the inability of the Chinese to overcome the fire-damp and flooding which met them when they attempted to work the lower seams. Then, again, the adits go a long way into the mountains, and the labour and leadage become costly, in consequence of the distance, so that coal is dear in China. The price of coal at the pit-mouth in the province of Che-kiang is, in English money, 1l. 5s. 8d. per ton, and at that figure, of course, wood successfully competes with it. Even the miners themselves prefer to burn the shrubs and grass of the mountains as fuel rather than coal. In the whole empire, containing 416 millions of inhabitants, there is not a stove or fire-place specially used for warming the body. There is no fire in the Chinese family but the cooking fire, and this is more often than otherwise fed by shrubs and grass and anything that will burn rather than coal. In the northern parts of the country, where wood is scarce and the cold intense, the natives wear extra clothing—padded with cotton or lined with fur, preferring to wear their money on their backs to sending it up into the air in the form of smoke.

In the mountain ranges of the provinces of Che-kiang and Kiang-see, adjoining the province in which Shanghai is situated, coal is found plentifully. Che-kiang produces annually about 80,000 tons, and Kiang-see about 190,000 tons. The deposits are of considerable extent, and the qualities include Cannel, slaty, bituminous, and anthracite. The anthracite is most in demand at Shanghai, where the price is about 2l. 10s. per ton. It is very compact, occasionally iridescent; its specific gravity is 1.34, and it burns intensely with a small blue flame, leaving a reddish ash behind. The demand at Shanghai comes chiefly from the manufacturers of brass and nickel tobacco pipes.

On the eastern slopes of the Wook-wei mountains, in the district of Kew-chow, about 130 miles south-west of Ningpo, is quite an extensive coal field. These mountains furnish the celebrated porcelain clay, and the furnaces at Kingteh-chin, which is the chief seat of the porcelain manufacture, are heated by the mineral. The variety most in repute at this place is called "wood coal," from its fibrous appearance; yet it has a bright conchoidal cleavage, cakes while burning, emitting hydrogen gas, and depositing an ashy residuum of a light colour. Its specific gravity is 1.29, and although it compares favourably with the English coal supplied to the navy in the East, it is not suitable for steam-engines, and this may be said of Chinese coal generally. When employed for culinary purposes, it is reduced to powder, mixed with mud, and formed into bricks. In this shape it is sometimes used by blacksmiths, but more frequently in the tea-shops, for boiling water and keeping "samshoo," or rice whiskey, hot, which is accomplished at a cost of about 2d. a day.

Che-kiang is situated on the eastern seaboard, and Kiang-see on the inland frontier, and the coal measures become richer as they approach the interior. The largest coal mines, and the best quality of manufacturing coal, are consequently found in the central province of Hoonan. "Kwang-coal," which is most in demand of the Hoonan varieties, is the best anthracite, nearly equal to the anthracite of America. It is used almost entirely for smelting iron, and in the manufacture of iron and brass goods. Amongst the manufactures is a cast-iron boiler for cooking, of a fineness and thinness that Birmingham has failed to equal. This is attributed to the high carbonaceous properties of the coal, which impart a texture to the iron approaching to steel, and finer than the best puddled iron by Bessemer's process. "Kwang-coal" is carried by junks down

the tributaries of the Toon-tung Lake, and thence along the Yang-tze river to the various cities and towns on its banks. At Hankow, the fire-locks inland port accessible to foreigners, Mr. Mossman saw this coal in field is above 260,000 tons.

Above Hankow coal is worked in the hill side, and the formation for more than 100 miles presents very much the same features as those of the British Islands. The workings are horizontal, with a dip to the north-east, and the coal is more or less bituminous and slaty. Here also most of the coal is made into bricks, like patent fuel.

In the hills of Fayune, near Canton, are coal mines which supply the manufacturing town of Fatsan—the Birmingham of China. Numerous deserted excavations are seen by the traveller on these hills, these being mines which from flooding, or gas, or an unusual dip of the seams, have been abandoned. Nevertheless, there are pits in this locality where some of the perpendicular seams are worked by galleries at different depths, the water being laboriously hand-pumped to the surface by an apparatus of bamboo. At one of these pits, recently visited, the manager stated that, with 60 men working, they could turn out about 30 English tons per day. The coal was of inferior quality, mixed with a large proportion of shale, and the largest lumps were not above 4 lbs. weight. When struck with the hammer the lumps flew to pieces, but united under the action of heat, and emitted fumes of sulphur. The lessee is a wealthy native, who took the coal of the Government for 10 years, on payment of 666l. down and a royalty rent of 13s. 4d. per 100 piculs (6 tons). The speculation did not pay, and he was anxious to be quit of it, but the Government held him to his bargain. If he possessed European means and appliances he would make a fortune. The annual yield of these mines is about 130,000 tons. The value of the coal at the pit's mouth is about 1l. 4s. 4d. per ton, and its carriage to Canton 4s. 10d. per ton.

In the western provinces of Yun-nan, Sze-chuen, and Kwei-chow, the carboniferous system is found lying upon a granitic base, and the coal measures are interstratified generally with slaty clay and limestone. Very little is known about the extent to which they have been worked.

The northern provinces of Shan-see, Pe-chow-lee, and Shing-king contain extensive deposits of coal, from which the Chinese capital, Peking, is supplied. Some of the mines are of great antiquity. Chinese cosmogonists relate that in one of the mines in Shing-king is the furnace where Nioo-kwa fused stones to repair holes in the heavens, the legend being founded on appearances which indicate that the coal has at some remote period caught fire. The principal mines are from 20 to 100 miles from Peking, to which city the produce is brought on the backs of ponies, mules, and camels. Mr. Mossman describes a visit to one of these mines in the following manner:—

"At the pit's mouth is a coal-yard, where small heaps are collected and stratified, and dribbled over with whitewash, to mark whether anyone takes a portion away. At the entrance to the pit a large coal fire is kept burning, in order to ventilate the mine, like the upcast-shafts here. And so, also, the miners furnish the visitor with an old Chinese skull-cap and suit of coarse clothes to descend into the mine, while they slip the string of a lamp over his head, and when ready to go below he looks the exact picture of a Lancashire or Newcastle miner. Then he follows his guide, descending backwards, down the pit, and through a thick stratum of rock, at an angle of 45°—the top and sides being loose and soft, requiring to be propped up with timber. At every 15 feet or so the shaft twists in a spiral direction through the rock, and terminates at about 120 long strides, where the stratification is a kind of blue compact limestone. Here is a gallery, narrow and wet, running along the surface of the coal, which in this seam is considered inferior to the lower one. A trap-door opens into another passage, which the guide states is to divert the current of air from one gallery to another. Here the visitor descends some thirty strides, where a series of adit levels branch right and left into the seam, where the miners are at work with small pick-axes, lying on their sides. Without much care in picking out the shale, a long bucket on wheels slides, containing about 25 lbs. weight, is filled, and dragged away by a boy with a rope passed over the shoulder, and allowed to play between his legs, while he hauls it up the spiral shaft painfully and laboriously."

This coal resembles ordinary household coal more than any other found in China. It is used in the Peking tea-houses, and in the kitchens of the wealthy Mandarins, and the Tartar population of the capital seem to have less antipathy to its use for culinary purposes than the pure Chinese.

The annual production of the northern provinces may be estimated at 340,000 tons, and the total extraction of coal in China is, therefore, approximately as follows:—

Che-kiang	Tons 80,000
Kiang-see	190,000
Hoonan	260,000
Quang-tung	130,000
Northern provinces	340,000=1,000,000

The value of this coal at the pit's mouth is, in round numbers, 1,200,000l. Compared with the population, the consumption of native coal is only 1 ton to every 406 persons.

It is quite clear from what has preceded that there is abundance of coal in China, and it is equally clear that by the introduction of the steam-engine and the safety-lamp it could be produced at a cheap rate, and the working would be profitable. "Now is the time," says Mr. Mossman, "for English capitalists, and engineers skilled in coal mining, to obtain concessions from the Chinese Government, with whom we are on the most friendly footing, since the ratification of the treaty of Tientsin. Under that treaty Englishmen may traverse the length and breadth of the land without molestation; and the Government would gladly grant concessions to responsible individuals for a royalty, to fill their impoverished exchequer. Of course, those who might obtain such concessions would be bound to send out skilled viewers and miners, with the most improved appliances of machinery to raise the coal, and carry it by tramways to markets and ports of shipment. In doing so they would show the slow Chinese mind how superior is the civilisation of the West to that of the East, especially in the arts and sciences bearing upon works of utility and profit." By such means if coal became cheap and abundant in China it would not only make the fortunes of its promoters, but it would be a lasting benefit to the shipping and commercial interests of this country, by increasing our trade with that vast empire.

We are not prepared to subscribe to all the opinions expressed by Mr. Mossman, who is evidently a literary man, possessing no practical acquaintance with commerce. But we think that his valuable and interesting paper contains matter highly suggestive, and deserving serious consideration, and, as such, we commend it to the careful attention of our readers.

DOES COAL EXIST NEAR LONDON?—PARLIAMENTARY GRANT OF 30,000l. TO SOLVE THE QUESTION.—The instructive and interesting lecture delivered by Prof. Jukes, at the recent meeting of the British Association for the advancement of Science, has caused attention to be again directed to the probability of the existence of coal near London. The additional evidences which have been brought forward within the past few years of the Belgian coal field being continued beneath the southern counties of England, even as far as Somersetshire, has strengthened the opinions of those who maintain that Surrey and Sussex coal mines are within a reach, and in another column we publish a communication from a high authority on the subject, in which the reason for anticipating that the discovery may be made is put forward, together with the suggestion that in the ensuing session some member should move for a vote of 30,000l. to enable the question to be finally settled. It is remarked that we are talking about the exhaustion of our coal fields, whilst our deepest workings are little more than half the depth of those of Belgium, and we have an immense and promising exploring ground open to us.

CANNEL COAL AND COAL OIL MANUFACTURE IN AUSTRALIA.—Considerable attention is now being directed to the Hartley Cannel coal of New South Wales, an excellent seam, 5 feet thick, being now worked in the county of Cooke, from which they are extracting kerosene and crude oil. They are now erecting extensive works at Hartley for carrying on the manufacture on a large scale. We have been favoured by Mr. John Mackenzie, the Government Examiner of Southern Coal Fields, with a specimen of the mineral, which in ordinary working yields an average of 140 gallons to the ton. The same gentleman also sends us a sample of what the local geologists designate kerosene shale, or shist; it is obtained from the American Creek, near Wollongong, New South Wales, and the owner of the shale land is now erecting works for the purpose of extracting the oil contained. The seam where proved is about 18 inches in thickness, and the average yield of the shale is about 50 gallons of crude oil to the ton. The ordinary coal trade is still in a fair position, however much as the New South Wales obtains more favour as it becomes known, but at present there is a temporary dullness, owing to the supply being greater than the demand.

ANGLO-FRENCH ENGINEERING COMPETITION.—The Gröbenne Works, in Alsace, have obtained the contract for 22 out of the 46 locomotives for which the Baden Government recently invited tenders, the tender being 24 being taken by local Baden manufacturers. The respective prices demanded were—By the French manufacturers, 1800l.; by the Badeners, 2228l. 16s.; and by the English, 2328l. 16s. each.

FOREIGN MINING AND METALLURGY.

A French imperial decree has appeared approving the dissolution of the Bouilly (Eure) Foundries Company. A report of the Prefect of the Haute-Marne to the Council-general gives some information on the siderurgical industry of the department and that of the Meuse. It enters on the three branches of metallurgy, and is very reassuring with reference to the future.

It appears that the extraction of iron minerals, which had assumed great activity in 1863, notably increased in 1864; the production of the mineral was about 9 per cent. in excess of that for 1863, and the washing workshops bearings the same course, the result being an augmentation of about 13 per cent. as regards the latter. The exportation of rough minerals into the department of the Nord was last year 2600 tons, a total very inferior to that of preceding years. This result is, however, attributed by the Prefect simply to the fact that industries are awaiting the completion of an important canal in the departments of the Meuse and the Marne was last year of rough minerals into the blast-furnaces remained at 77 in 1864, as in 1863 and 9000 tons. The total number of blast-furnaces in 1864, although it was 76 in 1863, showed an advance of 7-14 per cent. blast-furnaces, which had increased in 1863 and 1864, showed an advance of 7-14 per cent. in 1864, as compared with 1863. The Prefect observes, that the new conditions on which the metallurgical industry is prosecuted have caused the blast-furnaces to enter upon a phase which is more clearly indicated every day. In 1863, the department consumed 17,400 tons of coke; in 1863, 25,500 tons; and in 1864, 40,000 tons; the last total does not appear, however, to be very precise or exact. We have at various periods in the called attention to the erection of blast-furnaces which are being constructed in the Meuse; nine have risen from three; one at Frouard, by the side of two others; one at Champigneulle, two at Maxeville, two at Jarville, and two at Liverdun. It is urged that it is time that the blast-furnaces of the Blaise and those of the Basse-Marne, which form the majority of the pig-producing works of the department of the Haute-Marne, should take in their turn the initiative in regard to the effecting a reform in the employment of combustible. First-class rolled-irons have been quoted at St. Dizier at 51.5s. per ton; there has been a good current of business, and prices have been easily supported. The imports of pig, plates, and iron into France in July were as follows:—

	With duty.	Free of duty.	Total.
Rough pig	Tons 4680	Tons 7850	Tons 12,530
Iron bars	388	3225	3,613
Plates	4	1101	1,105

The adjourned meeting of the Sambre Rolling Works Company was not able to come to any decision as to the resolutions to be taken with regard to the future of the enterprise. After a warm discussion, a commission of three persons was appointed to make a fresh enquiry into the present state of affairs. This duty devolved by secret scrutiny on MM. Lebeau, Lebon, and Desamps. A fresh meeting will be convoked to receive a report from this commission, to determine on propositions which will be submitted, and on the resignations of two of the directors, MM. Goret and Deltieux. A royal Belgian decree has approved the formation of a new Franco-Belgian company, with a proposed capital of 400,000, of which 5000 shares are at present subscribed for. The undertaking assumes the name of the General Water-pipe Company, and its office is at Liège. The company, which has extensive works already some time, under the name of the Société des Venues, has its metallurgical works partly in France and partly in Belgium. Its object is the supply of water and gas-pipes, which it proposes to establish either on its own account or for that of towns and private individuals. The company specially devotes itself, in fact, to the manufacture of cast-iron pipes and hydraulic machinery. It is already concessionaire for 60 years of the sale of water in the suburbs of Paris, and it proposes, with the help of combinations of credit to assist communes, the resources of which are limited, in the establishment and distribution of water for drinking purposes.

With regard to other Belgian matters, we may note that the Rolling Works Company of the Centre, at La Louvière, has just obtained authority to construct a line of railway to connect its establishment with the La Louvière Station. The situation of the Belgian coal trade is most satisfactory in the different basins. At Liège prices remain firm, and notwithstanding an inefficiency of labour, the extraction will be in excess this year of that of 1864. A rise in wages, occasioned by the want of labour, will, however, reduce the profits of the colliers. From Charleroi and the Centre, the advances received are also favourable. At Mons it is the same; in fact, it is a long time since business in the basin was in so good a state; orders are very numerous, prices are rising, and the deliveries by railway are very active; if it is not the same with the trade by water, it is because of the scarcity of boats and the high rates of freight. There have not been wanting individuals who have suggested that it would be well to proceed with care and moderation in the establishment of new works in Belgium. Others have rejoined that counsel prudence was to advocate in effect a retrograde policy, not to wish well to progress, to leave Belgium idleness to languish in a stationary position, to leave the field free to the English, before whom Belgium ought to march in advance, to deny the industrial power of Belgium, to prevent the development of wealth, &c. The *Union de Charleroi* appears, however, to incline in favour of prudence. This journal observes:—"In several rolling-mills it is considered desirable to limit a greater number of blast-furnaces, but workmen are wanted, and any increase in production is the result of the fact. New rolling-mills are being constructed, but it will soon be practicable to form the necessary staff of workmen only by the offer of higher wages. With an advance of wages Belgium will lose that advantage of superior cheapness of labour which has enabled it to struggle against similar industry in England, as this economy compensated in part for the much higher price of our coal. Our soil is not so rich in metals and combustibles as that of England; we cannot deny it. We had a relatively more abundant population for the working and utilisation of our already old mines; but the want of workmen will now have fatal consequences for forging industry, unless they can be removed."

The Namur basin, at least on its southern sides, is rich in iron minerals, which appear from Namur as far as Huy. It appears from a report of the Namur Chamber of Commerce that 18 mines have been conceded, of which 10 are in activity, but the principal siderurgical wealth of the district consists in 567 free workings, producing 723,067 tons of minerals. Let us note eight special bearings, belonging more particularly to the arrondissement of Namur, and situated on the left bank of the Meuse. An oligite iron of great richness is obtained, and the eight bearings produced in 1864, 329,503 tons of minerals, representing a value of 147,166l. Summing up the total extraction of minerals in the Namur district, we find, according to the tables collected in the report:—First, ten conceded mines in activity, producing, in 1864, 149,540 tons; secondly, 67 free workings, producing 723,067 tons; and, thirdly, ten bearings of oligite iron, producing 329,503 tons; making a rough total for the year of 1,202,100 tons. The average return obtained was only at the rate of about 30 per cent., although the 329,000 tons of oligite iron minerals yielded from 50 to 65 per cent. At 30 per cent., the 1,202,100 tons of minerals would yield 360,630 tons of pig, or the production of 60 blast-furnaces, giving each 20 tons of pig per day for 300 working days in a year. The district possessed, however, only 24 blast-furnaces during the period referred to in the report, of which nine were in operation, while 15 were inactive. Of the nine furnaces in activity, six were worked with charcoal, and they produced, in 1864, 37,177 tons of iron. The remaining three furnaces were worked with coke. Of the furnaces inactive, 12 are worked, when in operation, with charcoal, and three with coke. We may, perhaps, have something further to say as to Namur.

The Pommereul Blast Furnaces Company will hold its annual meeting on Wednesday at Brussels, and the Bochum Mines and Works Company on the same day at Bochum. On Thursday the mechanical company known as J. F. Cail and Co. is to meet at Paris, and on Saturday the Monnaie Mining Company will have its periodical gathering in the same capital. The Andenne Metallurgical Company will meet on Oct. 2 at Andenne; and the Bois Colliery on Oct. 5 at Quargnon. The meeting of the Anvers St. Roch Collieries Company stands for Oct. 7, at Anvers; and that of the Val Benoît Colliery Company for Oct. 9, at the Val Benoît.

The foreign copper markets continue quiet, but holders decline to make new concessions in respect to prices, and appear to be waiting patiently for the close of the dead season in hope of a revival. There are in consequence scarcely any changes to note in prices. A lot of 50 tons of Chilean bars has been dealt in at Havre at 80l. per ton, Paris conditions. The demand has been moderate, and prices have remained without change on the various German markets. Although the demand is inactive on the Dutch markets, Bataaf, and quantities of there being few sellers, has been firmly held at 55s. at which price 300 blocks have been purchased at Rotterdam; Billiton has been quoted by continuation at 54s. The Antwerp market remains quiet, and without affairs. There has been but little demand at Hamburg, and prices have been nominal. The same state of affairs has prevailed on the other German markets. The business done in lead at Rotterdam marks 10½%. At Paris the article has been held somewhat feebly at former rates, remained without variations. Zinc has been neglected at Paris, and has been tending downwards. The Hamburg market has been very quiet, and prices have been sustained for disposable goods. The reports from the Breslau market indicate no very striking fact; the article appears to have given way a little.

CONTRACTS FOR IRON AND COPPER.—The Mersey Dock Board, at their meeting yesterday, agreed to accept tenders of the Mersey Steel and Ironworks Company for the supply of 400 tons of flat and round iron, at the price of 17l. 17s. 6d. per ton for ordinary sizes of the best iron; they also accepted a tender of Messrs. J. Walker, Parker, and Co., for the supply of 5 tons of pure dry lead, at 19l. 10s.; of Messrs. Goodlass, Wall, and Co., for Brunswick green, at 18l. per ton; Messrs. Hallows, Roach, and Co., for a large quantity of sheet copper, at 81l. 10s. per ton; and the Bagillt Smelting Company, for Bagillt spelter, at 22l. per ton.

LONDON, CHATHAM, AND DOVER RAILWAY.—Coal trains are not yet running over Ludgate-hill, as was promised would be the case a year or so since. The permanent station of the London, Chatham, and Dover Railway having been opened in June, and goods premises at Blackfriars having been partially opened in May, all the efforts of the contractors have been concentrated upon the execution of the widenings of the Ludgate-hill and the Metropolitan Underground Railway, at West-street, the Board of Trade, and the works have been inspected by the officers of the Metropolitan, and the works have been approved by them. The impossibility of opening the link line for traffic, and running trains to and from the Underground station at West-street and the Great Northern station at King's-cross for some weeks to come. The Great Northern London, as that company advanced 300,000l., at 3½ per cent., to the London, Chatham, and Dover, to enable the project to be matured. The Great Northern will, we presume, have to find the plant, as the London,

Chatham, and Dover possessed June 30, 1865, only 200 coal trucks. The London, Chatham, and Dover is, in fact, but slenderly equipped at present with rolling-stock.

REPORT FROM SCOTLAND.

GLASGOW, SEPT. 20.—The shipments of Pig-Iron from the Scotch ports, for the week ending Sept. 19, are again good—14,159 tons, against 11,064 tons last year; total since Jan. 1 till date, 499,916 tons; increase, 30,218 tons. The market has been very firm since this day week, at from 57s. to 57s. 4½d. cash, 57s. 3d. to 57s. 7½d. a month. To-day, 57s. 3d. and 5½s. 4½d. cash, 57s. 7½d. a month, and 58s. three months, paid for several lots. For shipping iron the prices are—No. 1, g.m.b., 57s. 3d.; No. 3, 56s. 6d.; No. 1 Garthrie, 64s. 6d.; No. 1 Coltness, 66s.; No. 1 Calder, 58s. 6d.; No. 1 Langloan, 58s. 6d. For MANUFACTURED IRON the prices are firmer, and there are several good orders just placed. The demand is fair, and while orders are held back, the price is advancing. BOILER-PLATES are also in request. The foundries are fully employed, and the demand for pipes continues. Prices tend to an advance, but no quotable change can be made.

A conference of miners was held in the Bell Hotel here, on Monday, when delegates were present from East Lothian, Mid-Lothian, Clackmannan, Falkirk, Glasgow, Jordanhill, Maryhill, Larkhall, Johnstone, Govan, Harlow, Kilmarnock, Galston, and Dregthorn. The meeting unanimously resolved to persevere with the present demand for an advance of wages all over the country to the rate of 5s. per day. The reports showed that in several parts of the country employers were at the moment in great straits for workmen. The subject of restriction of labour to eight hours per day was remitted to all the districts for consideration, prior to next conference. As matters fell to be discussed in relation to the safety of miners at the Social Science Congress, to be held in Sheffield next month, Mr. McDonald (secretary to the Miners' Association) was appointed to attend it on behalf of the miners of Scotland. The meeting was then adjourned till Monday, October 2, at 12 o'clock noon.

A meeting of miners is to be held in the City Hall here on an early day for the purpose of considering "the conduct of Inspectors of Mines in permitting flagrant violations of the Mines Inspection Act," and of "memorialising the Home Secretary on the subject." It would seem that some of the Government Inspectors in districts not remote from where I now write have given grave offence to the miners, or their secretary, for having partaken of the hospitality of pitowners in their districts, after having undergone a descent into the mines for purposes of inspection. To be guilty of entering the house of a proprietor for purposes of ablation, or to be refreshed by a cup of cold water, in districts notoriously void of public accommodation of this kind, seems to be an unpardonable offence with pitmen, and especially so with their secretaries. In the estimation of some of these worthies, an inspector is only doing his duty aright when he is at "loggerheads" with every mine owner in his district. What shall come out of this "mountain in labour" is not difficult to foresee.

The shipbuilding and engineering works of M'Millan, Bay of Quick, Greenock, are reported to have passed into the hands of a new company. Another Railway Signal, patented by Mr. John Anderson, assistant general manager on the Edinburgh and Glasgow division of the North British Railway line, was tried last week, and its simplicity and efficacy elicited the high commendation of all those who had an opportunity of inspecting it in operation. When the train comes into proximity with danger, a powerful gong bell sounds an alarm, so loud and distinct that all in the train are apprised that caution is necessary. All travellers by rail are acquainted with the fixed danger signals at present in use. This new invention is not intended to supersede these, but to be wrought on a similar principle, and by an extension of the chain or wire from the station to a signal-post at a greater distance from the station-house. Suppose the chain to extend, say 600 yards, on pulleys along the line, at its terminal point is affixed an arched piece of wood, which may be placed either inside or outside the rails. When the danger-signal on the line is at rest this piece of wood remains in such a position that it is not interfered with by a passing train, but immediately the signal is put in operation the arch is so moved that it must be acted upon by the coming train. The arch is passed over by a lever arm depending from the front of the engine, guard-van, or tender, and a gong-bell is set in motion, the action of which may be prolonged for any length of time, and may also be arranged so as to register the fact that an alarm has been given. This bell rings out a warning sound sufficient, we should say, to awaken any official out of the very brownest study into which he may inactively have fallen, and affords him ample time to stop the train before reaching the point of danger. Such is the very simple mechanism of Mr. Anderson's signal, and if it should be found to work well, it will prove of very great value in diminishing the chances of railway accidents. If continuous signals were adopted, as is proposed, they would prove useful in case of a train running off the line or suddenly breaking down, as it would only be necessary for the guard to run to the nearest handle and shift the arch half a mile behind him in order to protect his train. It is also suggested to place at each station, in a prominent position, so as to be readily seen by the drivers of passing trains, a clock-face, intimating when and what description of train passed last in the same direction. This clock would likewise inform all persons engaged in the working of the station when the last train passed, and they could then, without trusting to memory alone, judge whether another might safely follow.

LARGE PEARL.—A fine specimen was found by Master Adamson, Stan-nock, in the River Southesk. It is considered to be the largest pearl ever found—the weight is 17 grains, very round, and of a beautiful colour, and is much admired by all who have seen this precious production of Nature. It is to be sent to London.

REPORT FROM NORTH AND SOUTH STAFFORDSHIRE.

SEPT. 21.—The Iron Trade in both divisions of this county continues steadily active. The extraordinary heat of the weather considerably diminishes the make, and we have to wait for a reduction of the temperature before we can be quite sure that the demand will suffice, during the winter, to keep all the works fully employed. At present, however, orders are rather accumulating for finished iron, and the prospect is satisfactory. Orders for the United States dribble in slowly, and at present no distinct signs of an active demand for that market appear. Pig-Iron is firm, and an advance of 2s. 6d. per ton on the rates accepted two months ago is acceded to by buyers. Best hot-blast mine pigs are quoted 3l. 15s. to 3l. 17s. 6d. The failure of Messrs. Jones and Queggin, shipbuilders, on the Mersey, involves, it is understood, at least two North Staffordshire houses rather heavily. Mr. Bessemer's firm is also stated to be a large creditor. The Hardware Trades continue rather quiet, though with a tendency to improvement. The works engaged in the manufacture of railway plant are well employed, and in most branches there is a moderate trade doing.

In last week's letter reference was made to discussions at the meeting of the British Association on the question of the existence under the Permian formation of seams of coal of such value and at such depths as would make their extraction commercially advantageous. On Thursday, excursions to various parts of South Staffordshire occupied the attention of many of the members of the Association. Conspicuous amongst these was a visit to Dudley, where the vast limestone caverns of the Earl of Dudley were lighted up for inspection. The President (Prof. Phillips) introduced Sir Roderick Murchison under the title once given him at Dudley by the Bishop of Oxford, as "King of the Silurians," and Sir Roderick, in the heart of his dominions, discoursed on their wonders. He again touched on the great question of the existence of coal at workable depths beyond the present range of the coal fields, and expressed considerable confidence in the success of experiments conducted with the necessary prudence and perseverance.

One party visited Wednesbury, where they inspected the works of the Patent Shaft and Axle-Tree Company, of Messrs. Lloyds, Fosters, and Co., both of which are employed in the production of railway work, and the works of Messrs. Russell. At Messrs. Lloyds, Fosters, and Co. the Bessemer process is carried on for converting iron into steel. This was most interesting to the visitors, the more so as Mr. Bessemer was there to explain the processes, and to answer every question. Some very remarkable facts were stated, showing the extraordinary difference between the wear of Bessemer steel and iron when used for rails, axles, tyres, &c. Its adoption is progressing rapidly. The company were informed that there were 17 works in this country now, which, with Bessemer's patent, are making 15 times more steel than was made in Great Britain at the time of Mr. Bessemer's invention. Twenty works on the Continent and in America are also using the patent. There are two works in the United States, and one at Bengal, Russia, Austria, France, and Italy are also making Bessemer steel. Its adaptation is but in its infancy. In iron shipbuilding its strength and lightness are shown by two vessels that are about to be placed on the Liverpool and Dublin line of service, which will carry 250 tons more cargo than vessels of the same register constructed of iron. The visitors regarded Mr. Bessemer as a great benefactor to trade, commerce, and mankind, and cheered him heartily and frequently during the progress of the conversion above narrated.

Another of the excursions was to Cannock Chase, near Walsall, where

the machinery and workings of the Cannock Chase Colliery Company, of which Mr. M'Lean is the managing director, were examined. At this colliery nearly 2000 men and boys are employed; and the whole arrangements, machinery, &c., are far superior to anything else in South Staffordshire. The company raise 12,000 tons of coal per week in the winter. Their shafts are all connected by branch lines with the South Staffordshire Railway. There are four independent plants in operation in the Cannock Chase Colliery—Nos. 2, 3, 4, and 5. No. 2 has an upright high-pressure engine, with 30-in. cylinder and 5-ft. stroke, with sundry small engines for pumping, saw-mill, and blacksmiths' fan-blast,—nine boilers are attached. At No. 3, there is a coupled horizontal high-pressure engine, with 25-in. cylinder and 5-ft. stroke; also a pumping-engine, with 36-in. cylinder and 5-ft. stroke—seven boilers are connected with these engines. There is also a single high-pressure engine, with six boilers attached. The shafts are 13 feet 6 in. diameter; average depth to deep coal 165 yards. No. 4 has a high-pressure engine, with cylinder 18 inches in diameter, and 4-ft. stroke, with two boilers. No. 5 has a pair of horizontal coupled engines, agreeing in character with No. 3, and six boilers. The machinery is bright, and in admirable order. The buildings are massive and good. Gas is to be introduced into the pits as at the surface. As a whole, the arrangements connected with this colliery, both above and below ground, are unexceptionable. No allowance beer is introduced at the works, and no contractor is allowed to keep a public-house. Considerable further extensions are in progress. At the time when the *savans* were examining these workings, services were going on above in connection with the consecration of a very beautiful and commodious church, built and endowed at the sole expense of the company, with a paragon house and schools. This adds the finishing touch to the energy, the liberality, and the generosity which unite, in so remarkable a degree, in the operations of the Cannock Chase Company.

The Preliminary Meeting of the South Staffordshire Ironmasters' Association, at which prices are fixed for the ensuing quarter, is called for Thursday next, at the Hen and Chickens, Birmingham. No alteration will be made in prices. The masters are well supplied with orders, but there would be no justification for an advance.

REPORT FROM NORTHUMBERLAND AND DURHAM.

SEPT. 21.—The Coal and other trades here continue very good, and there is no lack of employment for artisans, mechanics, miners, and, indeed, for every class of workmen—in fact, such times for men can hardly be recollected, as the demand is certainly likely to exceed the supply, and, therefore, wages are increasing in many branches. A report is in circulation that indications of coal have recently been met with in Cleveland, especially near Staithes. These indications only confirm the opinions long held by eminent engineers in the North, that the coal measures underlie the Cleveland iron ore beds, but whether good workable seams, at a convenient depth, may be found there is, of course, a problem to be solved; at the same time it is of such vast importance that the subject will, no doubt, receive every attention, and any favourable indications will lead by degrees to decisive trials being made.

A new Tunneling Machine is in course of construction at Messrs. Hawks' Works, at Gateshead, somewhat similar in construction to the one formerly tried at the Claxtons Quarry, Gateshead, and subsequently sent out to the Alps Tunnel. The new machine is, however, much improved, the experience gained in the former trials having suggested many alterations and improvements. The former machine was worked by steam-power, and this was a great drawback when the machine progressed some distance into the tunnel, as the heat became excessive at the face of the work. The new machine is, therefore, to be worked by means of compressed air, which will entirely obviate this, and, indeed, ventilate the tunnel effectually. The mode of working is to be similar—that is, by means of a circular rim or disc 6 feet in diameter, armed with steel cutting chisels. The former machine made an excavation 8 feet in diameter, the new one is, therefore, less ambitious, and will have a better chance of success. When completed it is to be taken to Dublin, where it is to be used for the purpose of driving a tunnel for the conveyance of water.

A remarkable discovery has been made near Ryhope, Sunderland. Some workmen have been blasting rock for the purpose of house building at Ryhope Colliery, and in their progress downwards a cave was met with, containing human remains, and also the bones of animals of various kinds, such as foxes, badgers, &c. The cave was 20 feet from the surface, and 30 feet from the face of the rock; the mouth of the cave had evidently been at some date on the face of the rock towards the sea, but this had become silted up at a remote date. Three of the human skulls, one of which is very perfect, have been preserved, and the occurrence will lead to some speculation as to the age and tribe they are to be assigned to.

REPORT FROM MONMOUTH AND SOUTH WALES.

SEPT. 21.—The Iron Market has varied but little since last week's report, and the makers continue well off for orders. The hot weather has lessened the make considerably, and this fact, coupled with the comparatively low stocks and the good demand, keeps the trade in a healthy and satisfactory state. The latest intelligence from America gives a most unfavourable account of the iron trade in that country, yet, in the face of all this, orders are still being sent over, and the confidence of the local ironmasters in an increased enquiry from the States is in no way diminished. As stated last week, Russia has become a large customer for railway iron, and is likely to continue so for many years to come, as the railway system of that vast empire is as yet in its infancy. The same may be said of Sweden, and Italy is also pushing on her railways, and South Wales has hitherto had the lion's share of the contracts. As regards the Eastern trade, it is generally agreed that it will take some time to re-establish confidence and to increase the shipments to what they were formerly. Home requirements are pretty good, and, although there are no extensive contracts in the market, yet there is a steady demand. In pig-iron transactions have been considerable of late, and prices tend upwards. The repairs and extensions at the Hirwain Iron and Coal Company's works are being carried out with vigour, and the company will soon be a large producer of iron; and in a few months the total get of coal is expected to be 500 to 600 tons per diem. The Aberdare Iron Company will shortly blow-in the furnace which has been under repair at Llywddoc, and their new powerful blast-engine will, probably, be started at the same time.

The steam coal collieries are better employed than for some time past, and the exports have been above the average during the past fortnight. The continental enquiry has improved, and the mail packet companies are taking a greater quantity than usual for their foreign stations. The home demand is buoyant. New collieries are being rapidly opened up in the Rhondda Valley, and the output of coal from this locality will be something enormous in two or three years' time. Messrs. Simpson and Co., who have been working the Abergorky vein for some time by level, are now engaged in sinking two shafts to the measures below, and there are several other parties sinking in different parts of the valley. In the house coal trade the coasting demand keeps up, and as the cold weather sets in there is no doubt the local sale will be considerable.

Nearly all the tin-plate works are on full time, and orders are coming in pretty freely. The last advance, of 1s. per box, is strictly adhered to by the principal makers. The Pontnir Works are at a standstill, owing to the difficulty as regards the Caerleon tramway, and the proprietors have seized the opportunity for effecting certain repairs. It is believed the works will again start in a few weeks. The Messrs. Conway are making arrangements for vigorous working at Pontnewydd, and a number of additional hands are advertised for.

THE EBBW VALE COMPANY (Limited).—It has surprised many to find the Ebbw Vale shares quoted at a discount in the market. The last dividend was at the rate of 10½ per cent. per annum, and this, it is argued, ought to place the shares at a premium, more especially as the reserve fund is large. The explanation is this, that only 18l. has yet been paid on the 50l. shares, and the investing public, no doubt, look at the large increase of paid-up capital that must eventually participate in the dividend, and to a very natural fear that the present comparative prosperity of the iron trade may not, probably, last for many years. If the Ebbw Vale shareholders had divided at the rate of 5 per cent. at their last meeting, and appropriated a portion of the balance towards paying the old proprietors, instead of making calls for that purpose, it is not improbable that the shares would have stood better in the market. This could be done on the principle of lending revenue to capital, and in future years the amount transferred could be gradually replaced again to revenue, which would, unquestionably, be a far better course than to permanently increase the capital. It may be added that within the last fortnight the shares have improved from 2 discount to from ¼ to 1 discount.

EMPLOYMENT OF BOYS IN COLLIERIES.—This case, referred to in last week's report, has been again brought before the Merthyr magistrates, William and Mary Ann Rees, the parents of the boy that was killed at the Gethin Colliery, having been summoned for making a false declaration of the age of their son. Mr. Powley, the stipendiary magistrate, in delivery the decision of the Bench, said the case was not made out against the father, and it was not sufficiently clear against the mother.

TRESAVIAN, another low-priced share, is well worth attention. The mine is already partly paid for, and has been producing since 1906. It has 750 shares, and at the last meeting no call was required. The mine has given a profit of \$80,000 during its cost. The present operations are upon a lode that has given a profit of \$80,000 during its cost. The former shareholders, and the manager, Capt. Pope, of the celebrated Wheeling

is very anxious of meeting with something good in Treasurers. The price of the shares is very low, the prospects good, and management economical. It is upon these grounds that I consider Treasurers well worth buying. SOUTH DARREN shares appear to be at least a fair value. A glance at the agent's usual weekly report will show how promising the mine is becoming. An improvement has taken place in the 40 fathom splendidly the mine is opening up. An improvement has taken place in the 40 fathom splendidly the mine is opening up. An improvement has taken place in the 40 fathom splendidly the mine is opening up.

From Mr. JAMES CROFTS:—During the past three or four weeks there has been a decided improvement in the tone of the market for stocks and shares, in which mining has participated in a fair ratio of the business transacted; still, there is one thing wanting to give mining shares such a position as would encourage a larger amount of capital to be brought to bear upon them, and that is (according to the writer's view) a better prospect for metals—copper, lead, and tin. The termination of the American civil war has left behind it a heavy financial account to settle, besides other social and domestic ones, which it may take a long time to adjust; whilst it being understood that the Americans are our best—by which is meant the largest—customers for metals, and tin in particular, we must continue, so long as this state of things lasts across the Atlantic, to chronicle a moderate scale of prices for mining shares, which, by the bye, will be all in favour of buyers.

Independently of this question, however, the mine is only in 512 shares, continued, and also chances of meeting with new ones. The mine is only in 512 shares, continued, and also chances of meeting with new ones. The mine is only in 512 shares, continued, and also chances of meeting with new ones. The mine is only in 512 shares, continued, and also chances of meeting with new ones.

For a long period CLIFFORD lead mine, in 2500 shares, limited to 101., and 12. 12s. per share paid, has been under a cloud, from which it is now apparently emerging. The depression in the market value of the shares arose from other causes (which, about being changed or modified, will not be particularised) than the want of ore. At the fifth annual general meeting, held at Wrexham on the 6th inst., the accounts showed a profit of £1000. No call was made. The report states that "operations in the deepest portions of the workings could not be resumed in consequence of water being left in the shaft and levels," which would apparently involve the necessity for an engine, and to sink a new shaft, at a cost together of £1000., and certain shareholders advised this step in order to bring the development of the lodes within the category of "legitimate mining." It appears, however, from explanations the writer has received from the management, that the mine can be effectually unwatered for all practical purposes in the course of a few months, without incurring any new outlay whatever, and consequently the naked debt of 1851, will be liquidated the usual way, gradually, and by calls. The salient points in the report produced at the meeting, from Capt. W. F. Harris of Central Mines, Boundary, and other mines, and a very able lead miner, enjoying the confidence of all the directors is, first and foremost, that "the 'Tudorfield' lode is well known to have yielded large quantities of lead in the adjoining sets, especially where intersected by other lodes, and similar results are anticipated at the intersection of these lodes in this set in 25 to 30 yards further driving."

That in the Office shaft the north lode has been found very profitable in other parts of the set, and the ground in the forebore of a genial character for lead. "At the engine-shaft, 120 yards deep, a pitch is being worked at the bottom of the 100 yard level producing good stone of lead, and an improvement expected daily." "The 50 yard level is being driven west in very promising ground," and the concluding report of this mine is given *verbatim*, since it alludes to the means by which the expense of a new shaft and engine is to be saved to the company:—"This portion of the mine when last worked yielded a fair quantity of lead, particularly in the bottom, which at present would pay for exploring could the water be kept under; this cannot be done direct without an engine, but the adjoining company are about to erect very powerful pumping-machinery for draining their mine, and by so doing there is every probability that this mine will also be effectually drained, and that at all points we shall be enabled to carry operations to a much greater depth. This mine is at present at quite a nominal price, and is evidently worth the attention of any bold speculator who is willing to expend a small sum in calls for the sake of the ultimate chances of a large profit."

CLIFFORD AMALGAMATED shares, in consequence of a struggle between parties for a rise or fall, have been subjected to rather violent fluctuations in market value. This pastime may be agreeable to the speculators who win, but it is not so to bona fide shareholders. As to the real state of the mine, which ought alone to rule the value of the shares, there is really nothing discouraging, it being shown by an official statement, published in last week's Journal, that the mine is at present at quite a nominal price, and is evidently worth the attention of any bold speculator who is willing to expend a small sum in calls for the sake of the ultimate chances of a large profit."

a highly promising character. I have no doubt that the mine will prove to be as rich as West Chiverton—that is, one of the richest silver-lead mines in Cornwall. NORTH BASSET shares are well worth attention. The mine is looking most favourable, and the price at which the shares are to be bought is not the value of the plant and machinery. EAST CARR BREA and NORTH MINERA are both worth buying to hold, and the same may be said of REUNITE LAXEY, GREAT NORTH LAXEY, CHIVERTON MOON, &c.

From Mr. JOHN BATTERS:—In British mines there has been an increased amount of business during the week, and at improving prices. The public ought not to be slow in taking advantage of the present low rates for many first-class shares, that cannot fail to leave large profits, either as a speculation or for investment. Amongst the first of this class, I must still say I see nothing in the market offering a better opportunity for a great advance in price, as well as for a permanent investment, than CHIVERTON. I have visited this property within the last few days, and have been more than pleased at the prospects; in fact, I cannot use stronger or more appropriate words than were expressed to me by one of the officials of West Chiverton, when he told me he looked upon Chiverton as a certainty, and that, when Cookney's shaft is sunk a little deeper it will come down into the body of ore. Now, when we look at the close proximity of West Chiverton to this mine, and with the same lode, the result is obvious. The shares have had a considerable rise this week; but I must say it is nothing to what they will have, and they should be bought without delay. As to WEST CHIVERTON, the mine never looked better. I should advise every shareholder in this property to take a run down to Cornwall, and have a sight of it. I warrant they will come away fully satisfied, and in many instances quite incredulous that they possessed such a fine property. CLIFFORD UNITED is again at a low price, and should be bought as a safe investment. GREAT BURY, also, should not be lost sight of, which by-and-by must and will take a prominent position. CENTRAL MINERA, for many years a drag and disappointment to the shareholder, is now just getting under the cloud, and may at any moment become a great property. This concern is now well managed, and, with ample steam-power, preventing stoppages, such as were formerly the case from inclement weather, &c., is now going ahead, and returning nearly as much lead ore as to pay working costs. In foreign mines, FRONTINO AND BOLIVIA have been largely dealt in; and if the returns at all equal what we are told is expected, these shares must have a still further great rise.

From Mr. J. B. REYNOLDS:—There has been no particular feature in the markets calling for comment during the week; but, on the whole, prices have been pretty well sustained. The chief event of interest has been the meeting of the Great Wheal Vor shareholders, at which a report was read of a most flattering description. My anticipations recorded some time since concerning the immediate future of this property are now acknowledged to have been very correct, and the urgent advice I gave to friends and others to purchase at 301. per share is now confessed to have been sound. Since then two dividends of 17s. 6d. each have been declared, and now the shares stand at about 341. 10s. to 351., ex div., showing an advance in the market value of the property of about 40,000l. Too much praise cannot be given to the managing director, Mr. Noakes, who has won for himself a reputation for candour and for straightforward action which all directors of public companies would do well to gain for themselves. A more satisfactory meeting than that of the Great Wheal Vor shareholders, held last Wednesday, I never attended. I have just had (this morning) put into my letter-box a notice calling the shareholders in the Dale Mining Company (Limited) together on the 28th inst. With this notice has been sent a statement to the effect that by the payment of 750l., the directors have been enabled to cancel the "Richmond Debt," and to obtain a transfer of the 750 shares, lately held by Mr. Richmond, which has been such a shadow over the market. Other circumstances of interest have also been communicated, which will be thoroughly gone into at the meeting. That with spirit, determination, and prudence this company may be successfully revived I earnestly hope.—SOUTH CALLINGTON: The shareholders in this company will be pleased to learn that it is the intention of the executive to hold the next meeting of shareholders on the mine, if a goodly number can promise to attend. To be appreciated, this little property must be seen, and I have no hesitation in saying that the holders of shares, if they know anything of mining, will agree with me in the agent's opinion, that this property has as little of the nature of a speculation about it as any mine has for many years past. The shares are now at 51. each. The mine is only in 102 shares.—EAST RUSSELL: This, so far, to the legitimate holder has been a disappointment; but the shares are, in my judgment, worth looking after at the present depressed prices. I advise my friends to buy and hold for three months.

AUSTRALIAN MINES.

YUDAMUTANA COPPER.—The directors have received advices from their superintendent, dated Adelaide, July 26. He states:—"Since my last I have made another shipment, of 18 tons 16 cwt. of copper, and 18 tons 5 cwt. of ore, the total value of which is estimated at 2150l.; and I hope by next mail to advise of a further shipment of copper and ore. The directors have called for London with about 15 tons of copper for the company valued at 1535s. Bains had fallen at the Blinman Mine, and appear to have been pretty general. Should the rains continue, of which there is a prospect, I hope to get more horse teams on the road." Capt. Anthony reports, under date July 15:—"Blinman Mine: I beg to hand you my report of the smelting operations carried on at this mine. From the last ultimo to the present date the quantity of ore smelted is 140 tons, of about 17 per cent., and the quantity of copper made therefrom is 24 tons 9 cwt. The metal produced from the quantity of ore smelted is greater than at any previous time, with a saving of at least 4 per cent. in the quality of the slags. I am now quite satisfied of the success in this important department, and have no doubt of succeeding in forming from materials found in this locality sound and lasting hearths for the furnaces. I hope also to succeed in making good fire-bricks, and getting delivery of fire-wood within ten weeks from this time."

KAPUNDA.—July 26: The quantity of ore raised in May was 187 tons, of 14 per cent. average produce, equal to 36 tons of pure copper, exclusive of 100 tons sulphur ore for flux. The quantity raised in June was estimated at about 200 tons. Since the date of last advices all the furnaces had been under repair, but were again in full work.

WORKING.—The advices from the colonial committee are of the usual satisfactory character. About 40 tons of regulus had been sold, and 340 tons of ore raised and dressed; the expenses for the month were 1992l. At the date of the advices there were on hand 24 tons of regulus, 1000 tons of dressed ore ready for smelting, and about 8000 or 4000 tons of dredge ore. The captain reported that the mine never looked better, and the prospects for smelting were good. They had been a little impeded by the wet weather, and a breakage in the engine shaft; but all was now right again. The expenses of the month include an outlay for a portable engine of 250l. A pitch had been let on Roundy's lode at 10s. in 11., and the parties were doing well. Number of hands employed, 146.

PORT PHILLIP AND COLONIAL GOLD (Mr. Bland, Clunes, July 22).—Quartz Crushing: The following is the return for the month of June:—Quartz crushed 4530 tons; ditto per week, 1132 tons; ditto per head per ton, 2 tons 16 cwt. 3 qrs.; gold, 1836 ozs. 17 dwts.; average per ton, 8 dwts. 2 grains; loss of gold per ton, 2 dwts. 3 grains. The above return shows a very satisfactory improvement over any of the three that have preceded it since the new arrangement came into operation. The yield has increased 2 dwts. 4 grains per ton, and the quantity crushed 100 tons per week over the very wet, and the lower workings are now so well opened out that there seems every probability of being kept up. The loss of gold shows an increase of 7 grains per ton as per assay of tailings, and this I partly expected would be the case as the yield of the quartz improved. Some of this is, however, recovered in the process of re-treating the tailings. The pyrites assay shows an improvement corresponding to the increased yield of the quartz. The receipts for the month have been 6787l. 19s. 7d., while the expenditure had amounted to 4936l. 6s. 10d. Proportion belonging to the Port Phillip Company, 1203l.; profit, 1851l. 12s. 9d. The above return shows a very gratifying improvement over any of the preceding few months.—MINE: The works at the mine are going on very well, and the lower workings are now so well opened out that there seems every probability of being kept up. The loss of gold shows an increase of 7 grains per ton as per assay of tailings, and this I partly expected would be the case as the yield of the quartz improved. Some of this is, however, recovered in the process of re-treating the tailings. The pyrites assay shows an improvement corresponding to the increased yield of the quartz. The receipts for the month have been 6787l. 19s. 7d., while the expenditure had amounted to 4936l. 6s. 10d. 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THE SNAEFELL MINING COMPANY (LIMITED).—At a GENERAL MEETING of the Shareholders of the Snaefell Mining Company (Limited), held at the Imperial Hotel, Douglas, Isle of Man, on Friday, the 15th day of September, 1865, at Twelve o'clock at noon.

The reports of the directors and agents having been read, and the accounts being taken as read, it was resolved:—

That the reports of the directors and agents, together with the accounts, be received and passed.

Mr. Henry Bloom Noble and Mr. John Birch Melldew having retired from the director, it was resolved:—

That Mr. John Birch Melldew be re-elected, and Mr. William Berry be appointed, directors for the ensuing year.

That Mr. James Haining, accountant, be appointed auditor for the ensuing year.

That a vote of thanks be presented to the directors for their services in conducting the affairs of the company.

That a vote of thanks be presented to Capt. William Killo, for the persevering and able manner in which he has and is carrying on the works at the mine; and that the secretary be directed to forward him a copy of this resolution.

A vote of thanks to the Chairman, for his able and courteous conduct in the chair, concluded the proceedings.—Douglas, Isle of Man, Sept. 15, 1865.

ABRIDGED PROSPECTUS.

THE RED HEMATITE IRON ORE COMPANY,
LONSDALE MINES (LIMITED).

Incorporated under the Companies Act, 1862, whereby the liability of each shareholder is limited to the amount of his shares.

[Table A (unaltered) of the said Act constituting the Articles of Association.]

Situate on KELTONFELL, LAMPUGH, near WHITEHAVEN.

Held under a lease from the Earl of Lonsdale for an unexpired term of 21 years.

Capital £20,000, represented by 4000 shares of £5 each.

First issue, 2000 shares; payments 5s. per share on application, 10s. on allotment, and 10s. in three months.

Further calls will not exceed 10s. each, at intervals of at least three months; but it is not anticipated that it will be necessary to call up more upon the first issue than £3 10s. or £3 per share.

DIRECTORS.
THOMAS CARTWRIGHT, Esq., 183, Bridge-street, Chester.—CHAIRMAN.
HENRY DOBSON, Esq., Albert-buildings, Preeson's-row, Liverpool.
GEORGE JAMES WRIGHT, Esq., Oxford-street, Manchester.
SAMUEL CARTWRIGHT, Esq., Huntington Lodge, near Chester.
SAMUEL REECE, Esq., Hatton, near Chester.

BANKERS.
North and South Wales Bank, Liverpool, and its several branches.
The Bank of Whitehaven.

SOLICITORS.
Messrs. Lacey, Banner, Littlefield, Gill, & Bardwell, Union-court, Castle-st., Liverpool.

BROKERS.
Liverpool—Lawrence Kilgour, Esq., Walmer-buildings, Water-street.
Whitehaven and Carlisle—Joseph Nicholson, Esq., 18, Church-street, Whitehaven, and 50, Castle-street, Carlisle.
Chester—John Jones, Esq., Westminster-buildings.
Manchester—Messrs. Jenkinson and Son, Peel-chambers, St. Mary's-gate.
Nottingham—E. M. Kidd, Esq., Long-row.
Mayport—Henry Kenyon, Esq., Seabourne-street.
Aldershot—Messrs. Slead, Taylor, and Slead, The Temple, Dale-street, Liverpool.

MANAGING DIRECTOR.—Samuel Cartwright, Esq.

MANAGING ENGINEER.—Capt. Martin Boudry.

OFFICES.—No. 60, SOUTH CASTLE STREET, LIVERPOOL; and No. 18, CHURCH STREET, WHITEHAVEN.

This company is formed for the purpose of purchasing the valuable red hematite iron ore set, now in course of development, known as the Lonsdale Mines, and for working and rendering marketable the red hematite iron ore contained therein.

The mines are situated in West Cumberland, near the port of Whitehaven, in the centre of the red hematite iron ore district, the ore of which is one of the richest of the iron ores.

The set is about 100 acres in extent, and has been proved to contain, at the least, four strong veins, or lodes, of red hematite iron ore, of the richest description, running in the direct course, and in immediate continuation of the most productive veins, or lodes, in the well-known valuable Knockmurtree Mines, which abut on this set throughout.

The present expense of getting, carting, and placing the ore free on shipboard (including royalty) does not exceed 5s. 6d. per ton, while the selling price, free on board, is estimated to have averaged for the last twelve years 12s. 6d. per ton.

A considerable amount of ore will be raised during the first year, and as soon as the mines are properly developed and thoroughly opened out the get of ore, based upon the yield of the Knockmurtree Mines, will be at the rate of some thousands of tons per month; but, taking such yield even at the moderate average estimate of 400 or 500 tons per week, this tonnage, at a profit of 4s. per ton, will realise a dividend of from 40 to 50 per cent. upon the required capital.

The property has been highly reported upon by James Barrett, Esq., of Broughton-in-Furness, the first authority in the kingdom on the hematite iron ore fields of Cumberland. Applications for the shares will be received by the bankers, solicitors, brokers, and managing director to the company, by whom prospectuses, with reports, *in extenso*, will be furnished on application. In the event of no allotment being made, the amount of the deposit will be returned in full in exchange for the bankers' receipt.

THE NORTON IRON COMPANY (LIMITED).—Registered under the Companies Act, 1862 (26 and 28 Vict., c. 89).

Capital, £100,000, in 1000 shares of £100 each.

Deposit £2 per share on application, and £3 on allotment.

DIRECTORS.
WILLIAM BARRETT, Esq., Messrs. Warners, Lucas, and Barrett, Ironmasters, Stockton-on-Tees.
EDWARD LORD, Esq., Messrs. Lord Brothers, Machinists and Cotton Spinners, Todmorden.
JOSHUA MURGATROYD, Esq., Messrs. Emerson and Murgatroyd, Engineers, Stockport.
WILLIAM NEILD, Esq., The Dalium Forge Company (Limited), Warrington.
JOSHUA SMETHURST, Esq., Messrs. Martin and Smethurst, Engineers, Guide Bridge.
F. WARNER, Esq., Messrs. Warner and Sons, Hydraulic Engineers, Jewin-crescent, London.

BANKERS.
The Manchester and County Bank, Manchester.
Lloyds Banking Company (Limited), Birmingham.
Jonathan Backhouse and Co., Darlington.

SOLICITORS.
Messrs. Slater and Barling, Norfolk-street, Manchester.
Messrs. Slater and Dommett, Paternoster-row, London.

BROKERS.
Samuel Woods, Esq., 3, Copthall-buildings, Throgmorton-street, London.
George Whitworth, Esq., 36, Brown-street, Manchester.
James Pearson and Son, Bennett's-hill, Birmingham.

REGISTERED OFFICES.—AT THE WORKS, NORTON, NEAR STOCKTON-ON-TEES.

TEMPORARY OFFICES.—1, MARKET-STREET, MANCHESTER.

This company is formed for the purpose of purchasing the plant, freehold property, stock in trade, and goodwill of the firm of Messrs. Warners, Lucas, and Barrett, of Norton, near Stockton-on-Tees, and of working the same.

An agreement for purchase has been concluded upon very advantageous terms, one-half the amount being taken by the vendors in shares, and the remainder in instalments, payable over a period of two years, at intervals of three months.

The calls to meet these payments will be made at corresponding intervals.

In no case will more than 75 per cent. of the subscribed capital be called up.

The property consists of three blast-furnaces, producing 30,000 tons pig iron annually, and furnaces casting from 300 to 400 tons of railway chairs and general castings per week.

The works are situated on 23 acres of freehold land, adjoining the West Hartlepool Railway, a siding from which runs into the works.

By special agreement with the railway company, the firm are able to ship at West Hartlepool at an exceedingly low rate, including the cost of putting iron free on board, guaranteed for a term of years.

It is proposed to extend the foundry department of the trade, and also to erect a rail or plate mill, which can be done at a moderate outlay, although the return of the business will thus be very much increased.

The present members of the firm retain their interest in the new company.

The decease of Mr. Lucas, of the Coal Exchange, who was a large proprietor in the firm of Messrs. Warners, Lucas, and Barrett, is the chief reason for the formation of the present company, although it is undoubtedly the case that a limited company, with large resources, possesses many advantages over an ordinary partnership.

The whole of the plant is in first-rate working order.

The extensive connections of Messrs. Warners in the London and other markets are well known.

The present time is remarkably advantageous for the purchase of such works, as, after many years of comparatively low prices in the iron trade, since the termination of the American war a marked improvement has taken place in the demand for iron, and there is no doubt that the producing powers of the ironworks in Great Britain will be taxed to the utmost.

The success of iron companies in Cleveland is established, and as other and older districts of iron and coal become worked out the relative advantages of Cleveland are increased.

Applications for shares, accompanied by a remittance for the deposit, may be made to the bankers and brokers.

The Articles of Association are open for inspection at the office of the solicitors.

THE NORTON IRON COMPANY (LIMITED).—Notice is hereby given, that the LIST OF APPLICATIONS FOR SHARES will be CLOSED on SATURDAY, September 30, after which date NO APPLICATIONS can be RECEIVED.

By order of the Directors,
H. J. WALDUCK, Secretary pro tem.

1, Market-street, Manchester, Sept. 19, 1865.

ACCIDENTS TO LIFE OR LIMB, IN THE FIELD,
THE STREETS, or at HOME, provided for by a Policy of the
RAILWAY PASSENGERS' ASSURANCE COMPANY, 64, CORNHILL,
LONDON, E.C.

Compensation has been paid for 10,000 claims.
£1000 in case of Death, or £5 per week while laid up by injury, secured by
An Annual Payment of from £3 to £5 5s.
[For particulars apply to the Clerks at the Railway Stations, to the Local Agents,
or at the Offices,
64, CORNHILL, and 10, REGENT STREET.

W. J. VIAN, Sec.

In the Court of the Vice-Warden of the Stannaries.

Stannaries of Cornwall.

IN THE MATTER OF THE COMPANIES ACT, 1862, and of the NORTH TRELEATHER MINING COMPANY.—By an order made by his Honour the Vice-Warden of the Stannaries, dated the 20th day of September inst., on the petition of George Oxley, of Padstow, within the Stannaries of Cornwall, a contributory and creditor of the said company, it was ordered that the said NORTH TRELEATHER MINING COMPANY should be WOUND-UP by this Court, under the provisions of the Companies Act, 1862.

EDMUND HAMBLI, Wadebridge
(Solicitor for the Petitioner).

HENRY SEWELL STOKES, Solicitor, Truro
(His Agent).

Dated 20th day of September, 1865.

In the Court of the Vice-Warden of the Stannaries.

Stannaries of Cornwall.

IN THE MATTER OF THE COMPANIES ACT, 1862, and of the BURRA BURRA MINING COMPANY.—By an order made by his Honour the Vice-Warden of the Stannaries in the above matter, dated the 20th day of September inst., on the petition of John Mayne, of St. Day, within the said Stannaries, a shareholder of the said company, it was ordered that the BURRA BURRA MINING COMPANY should be WOUND-UP by this Court, under the provisions of the Companies Act, 1862.

S. T. G. DOWLING, Redruth
(Solicitor for the Petitioner).

HODGE, HOCKIN, AND MARRACK, Truro
(Agents of the said Solicitor).

Dated Truro, 21st September, 1865.

In the Court of the Vice-Warden of the Stannaries.

Stannaries of Cornwall.

IN THE MATTER OF THE COMPANIES ACT, 1862, and of the DULTA TIN MINING COMPANY (LIMITED).—ALL CREDITORS or CLAIMANTS of the ABOVE-NAMED COMPANY, who have not received notice from the Registrar of the said Court that their claims have been already admitted, are hereby REQUIRED TO COME IN AND PROVE THEIR SEVERAL DEBTS or CLAIMS at the Registrar's Office, Truro, on the 29th day of September inst., or in default thereof they will be excluded from the benefit of any distribution made before such proof.

And for the purpose of such proof they are either to attend in person, or by their solicitors or competent agents, or (unless such attendance be required by the Registrar's summons) they are to send affidavits of their several debts or claims to the Registrar of the Court at Truro, such affidavits being sworn either before some Commissioner of the said Court, or before any Court, Judge, Justice, or any Commissioner of one of the Superior Courts lawfully authorised to take and receive affidavits and affirmations.

WILLIAM MICHELL, Truro, Cornwall
(Registrar of the above-named Court).

Dated Truro, September 20, 1865.

In Chancery.

FOR SALE, THE THORNEY AND LUDWORTH COLLIERIES, IN THE COUNTY OF DURHAM.

TO BE SOLD, pursuant to a Decree of the High Court of Chancery, made in a Cause of *Dault v. Wood and Others*, with the approbation of the Master of the Rolls, in One Lot, by Mr. CHARLES BROOK, the person appointed by the said Judge, at the Queen's Head Hotel, Pilgrim-street, Newcastle-upon-Tyne, on Tuesday, the 31st day of October, 1865, at Two of the clock in the afternoon precisely, those IMPORTANT, very VALUABLE, and well known current-going sea sale COLLIERIES, called the THORNEY AND LUDWORTH COLLIERIES, in the county of DURHAM, the property of the Thorney Coal Company, containing, with their associated coal fields, 3728 acres, or thereabouts, together with the COLLIERIAL PLANT of pits, ENGINE HOUSES, ENGINES, MACHINERY, RAILWAYS, COKE OVENS, screens, stores, MATERIALS, live and dead stock, agents and workmen's houses, workshops, stables, granaries, farms, and farming stock, and all other erections and buildings whatsoever to the same several collieries belonging or appertaining and sold therewith.

Particulars, with plan and conditions of sale, may be had gratis, and further information obtained (and all the collieries viewed), on application to Mr. JOSEPH SMITH, Jan., view, Monkwearmouth; Mr. THOS. BELL, view, Thorney Colliery; in London of Messrs. WILLIAMSON, HILL, and Co., No. 10, Great James-street, Bedford-row; Messrs. SHUM and CHAMBERS, 3, King's-road, Bedford-row; Messrs. HORN and MURRAY, No. 7, St. Martin's-place, Trafalgar-square; and Mr. JAMES CHOWDY, No. 17, Serjeant's Inn, Fleet-street; and in the country of Mr. THOMAS BALE, solicitor, Hartlepool; Messrs. R. F. and H. PHILLIPS and Messrs. G. THOMAS and CHAMBERS, Newcastle-upon-Tyne; the Auctioneer; at the place of sale; and at the principal inn in the counties of Northumberland and Durham.

BOSCAWEN MINE, NEAR BLACKWATER, CORNWALL.

TUESDAY, SEPTEMBER 26, 1865.

MR. BURGESS WILL SELL, BY PUBLIC AUCTION, on the above date, at Eleven o'clock in the forenoon, the following MACHINERY and MATERIALS, viz.:—One bright full scantle 70 in. cylinder PUMPING ENGINE, THREE 12 in. BOILERS and fittings; one 20 in. cylinder DRAWING ENGINE, 8 ton BOILER and fittings; STEAM CAPSTAN and CRUSHER; a large quantity of 10, 18, 19, and 20 in. pumps; 11 pieces, doopceps, brass lined working barrels, windbores, plunger poles, 2 balance bobs, 2 sets of lofts shears, 2 angle bobs, pitch pine rods, fagotted rod plates and bolts; 1/4 in. and 9-16ths chain, a large quantity of 2 ft., 4 ft., and 6 ft. shieves, and flat-rod pulleys; iron and wood flat-roads, bucket rods, bridge and flat rail iron, staples and glands, smiths' tools, anvils, and sundry materials.—Dated September 6, 1865.

YARNER COPPER MINE, IN THE PARISH OF BOVEY TRACEY, DEVON.

MESSRS. WARE AND SON WILL SELL, BY AUCTION, on the Mine, on Tuesday, the 34 day of October next, precisely at Two o'clock in the afternoon, all the VALUABLE PLANT, which is now in good working order, together with the INTEREST in the SETT. The PLANT consists of a 60 in. cylinder STEAM ENGINE, with 10 ton BOILER; about 60 fms. of pitwork; TWO WATER WHEELS, and crusher attached; and every other requisite required for the further prosecution of the mine. Satisfactory explanation can be given for the temporary suspension of the workings, and the auctioneers are confident, from various reports, that the above offers a most promising speculation. The ore already sold amount to several thousand tons.

A complete catalogue of the machinery and materials will be prepared, and ready for delivery forthwith, which may be had on application to the auctioneers, Paris-street, Exeter.—Dated Exeter, Sept. 18, 1865.

TO CAPITALISTS, COLLIERY PROPRIETORS, AND OTHERS.
SOUTH WALES—COMPACT MINERAL PROPERTY.

MR. THOMAS THOMAS begs to announce that he has FOR PRIVATE DISPOSAL a very desirable well-timbered FREEHOLD FARM, of about FORTY-THREE ACRES, teeming with MINERALS, there being no less than FIVE VEINS of excellent COAL on the property, besides IRONSTONE and CLAY. It is situated within two and a half miles of an important shipping port, with which arrangements for available railway accommodation are now progressing.

Apply to Mr. THOMAS THOMAS, auctioneer, &c., Neath.

WHEEL SIDNEY, PLYMPTON, DEVON.—FOR SALE, BY

PRIVATE CONTRACT, the whole of the MACHINERY and MATERIALS, together with the RESIDUE of the LEASE of the SETT, about 18 years unexpired. A 56 in. cylinder PUMPING ENGINE, with one BOILER about 11 tons. An 18 in. cylinder WINDING ENGINE. An 8 arm capstan, with 60 ft. shears complete; 130 fms. 11 in. shroud-laid hemp capstan rope; 160 fms. 3/4 best chain, puppet heads, &c.; 160 fms. 8 to 15 in. pitwork, together with plunger poles, working barrels, &c.; complete; 80 fms. 8 and 11 in. wood rods; 300 fms. 2 1/2 in. iron rods, bobs, pulley stands, &c.; 360 fms. 3 in. iron rods; two 45 ft. WATER WHEELS, 4 1/2 ft. breast; sweep rods, balance-bobs, &c.; about 25 tons railroad iron, wagons, &c.; two horse whips, chains and kibbles, two cast-iron stamps, axes for 34 heads, dressing-doors, sheds, buddies, &c.; smiths' shop, carpenter's shop, material house, and account-house. The whole of the above machinery and materials are in good condition, and such as are required for carrying out an extensive mine.

For particulars, apply to Capt. WILLIAM EDWARDS, Ridgeway, Plympton, or at the mine. For further particulars, and to treat for purchase, apply to C. R. NORTON, Esq., solicitor, Salisbury, on or before the 30th inst.

WHEEL PALMOUTH AND SPERRIES MINE, NEAR

TRURO, CORNWALL.—FOR SALE, BY PRIVATE CONTRACT, about 70 fms. of 18 and 19 in. pitwork, including pumps, plunger bottoms, strapping plates, &c., complete; also, one excellent cast-iron balance-bob, for an 80 in. engine.—For further particulars, and to treat for the same, apply to the agents, on the mine.

Dated August 30, 1865.

MATERIALS FOR SALE, BY PRIVATE CONTRACT, at EAST MARGARET MINE, LELANT, near the St. Ives Road Station, or about one mile from Hayle:—

A 37 inch CYLINDER PUMPING ENGINE, 8 feet stroke, with 32 heads, complete—a first-class machine; with 9 ton BOILER.
A 30 inch CYLINDER WINDING ENGINE, 4 1/2 ft. stroke—a first-class machine; with 9 ton BOILER; cage and fly-wheel complete.
One 8 arm CAPSTAN complete, 150 fathoms, 8 to 12 inch pitwork, with matching pieces, H-pieces, cleat-screw pieces, poles, stuffing-boxes, glands, &c., complete, all in good working condition.
60 fms. 2 1/2 in., 30 fms. 1 1/2 in., and 20 fms. 1 1/4 in. iron pump rods; 3 horse whips, complete; 200 fms. 3/4 in. horse whip chain; shaft tackle, with 12 ft. shieve; 2 new 12 ft. shieves; 25 fms. new tram chain; wood and iron tram wagons; large quantity of flange and other bolts, of various sizes and lengths; 2 to 3 tons fagotted iron strapping plates; 4 to 5 tons scrap and old iron; several lots of new iron and steel.

STAMPS' FLOORS.
32 hand and patent frames, with launders and valves complete; 20 28 to 45 in. tin kieves; trunks, buddies, sheds, and dressing tools, complete.

SMITHS' SHOP.
2 36-inch bellows; anvils, vice, screwing tools, mandrills, smiths' and miners' tools, complete. The account-house furniture, comprising tables, chairs, cooking apparatus, utensils, knives, forks, dinner set, tea set, &c.

For further information, apply to the agents on the mine; or to Messrs. HIGGINS and SON, Albert Stores, Penzance.—August, 1865.

CUMBERLAND.

TO BE LET, ON LEASE, THE MINES OF COAL AND IRONSTONE belonging to E. S. Curwen, Esq., UNDER THE MOOR CLOSE and LILLY HALL ESTATES, near the town of WORKINGTON. Coal workings are being carried on in the properties adjoining the Moor Close estate, and bore holes have been put down on several parts of the Lilly Hall estate, to a depth of 30 fms., and coal measures have been proved.—Further particulars may be obtained on application to (and tenders will be received by) Messrs. WOODHOUSE and JEFFREY, civil and mining engineers, Derby, and 11, Great George-street, Westminster, S.W.

VALUABLE SPANISH SILVER-LEAD MINES.—ONE-TENTH SHARE IN FEE SIMPLE IN TWELVE LEAD MINES, in the valley of ALICUADA, SPAIN, reported by competent parties to be an immense quantity of £80,000 a year, with a capital of £20,000, the bulk of which would be expended on machinery as the working progresses. The proprietor has given power to him to concern into an English public company, taking paid-up shares for the whole of the purchase money, with the exception of a small sum (say, £4000), now raised and employed for working. A person taking a tenth share will have a revenue of at least 15 per cent. till the company is formed, and will then receive a considerable bonus in paid-up shares, in addition to any cash payment made. It is confidently expected that the shares will pay an exceedingly good dividend. The titles are held under Royal Commissions. This is a good opportunity for any gentleman wishing to introduce a son into business. The advertiser is able to give him the advantage of a study of merchants' business in general.—Principals or their solicitors only may apply, by letter in the first instance, to Mr. E. B. NEILL, Monte Video Office, 3 and 3, Cannon-row, Parliament-street.

MERIONETHSHIRE MINING SETTS FOR SALE.—IRON
SLATE, AND MANGANESE.—Or shares in either of the above, situated near railways. The iron and manganese of rich quality, and abundant at surface. The slates settle near prosperous quarries.—Address letters Mr. G. E. PETERS, Dolgelly.

GLAN-YR-ARFON SLATE QUARRY.—FOR SALE, a VALUABLE SLATE QUARRY, slightly situated at Glan-yr-Afon Farm, only six miles from Caernarvon station. The rock is proved to be of good quality by the careful examination of gentlemen of experience, and the vein is of great thickness. The property stands well for working, and there is plenty of timber and water close by.—For further information, apply to Mr. RICHARD HUGHES, draper, &c., Llanwrtygli, near Caernarvon, Montgomeryshire.

SLATE QUARRIES, TO BE LET.
ALLT DINAS SLATE QUARRY, situate in the parish of LLANFANFAWR, in the county of BRECON, ten miles from Builth, five from the intended railway station at Macclesfield, North, on the Central Wales Railway, and six from the Mid-Wales Railway at Newbridge-on-Wye.

The slate vein runs up from the river to the top of the mountain to a height of 511 ft., is about half a mile in length, and 200 yards in width. Openings have been made in the vein, and although penetrated only to a few feet from the surface, it produces good slates. The metal and quality of the slate is strong and durable, will bear carriage to any part of the world, and stands the heat necessary for enamelling perfectly.

There is room for tipping rubbish for centuries, and a plentiful supply of water at all times of the year for machinery.

Apply to J. FRATT, Esq., land agent, Crickhowell.

REAL TERRA COTTA CLAY.—TO CLAY CONTRACTORS, CLAY AGENTS, AND POTTERY MANUFACTURERS.—A bed of very fine terra cotta clay having been discovered, a sample of it has been submitted to an analysis at the Geological Museum, and the following is the result:—

Metallurgical Laboratory, 28, Jermyn-street, July 4, 1865.

The analysis of the air-dried clay gave as follows:—

Composition per cent.	
Silica	57.83
Alumina	20.56
Peroxide of iron	7.75
Peroxide of manganese	traces
Lime	1.68
Magnesia	0.97
Potash	2.87
Soda	0.56
Carbonic acid	0.90
Phosphoric acid	traces
Organic matter (small quantity)	4.59
Combined water	2.18-100.63

A copy of the full report, and samples will be forwarded on application, together with a short description of its varied capabilities.

Tenders, stating price per ton for the same, to be sent to G. J. ALLEN, Esq., Watcombe House, Watcombe, near Torquay, Devonshire.

MANCHESTER, AND WEST END OF LONDON.

MR. W. HANNAM, MINING, SLATE QUARRYING,
INSURANCE, AND GENERAL SHAREBROKER,
ROYAL INSURANCE BUILDINGS, KING STREET, MANCHESTER; and
31, REGENT STREET, LONDON, S.W.

INSTANTANEOUS COMMUNICATION with the STOCK AND MINING EXCHANGES, avoiding the delay and annoyance of visiting the City to ascertain prices.

A Monthly Investment Circular on application.

MINING OFFICES, MANCHESTER.
THOMAS MOLYNEUX AND CO. MINE AGENTS,
SHAREBROKERS, AND GENERAL COMMISSION AGENTS. Reliable information can be obtained as to purchase and sale of shares.

Office of the Hazel Grove Silver-Lead Mining Company (Limited), Finsbury, Prospectus, reports, &c., of this valuable property may be had on application to No. 23 Princess-street, Manchester.

NORTH OF ENGLAND MINING AND ENGINEERING OFFICES,
MANCHESTER.

MESSRS. HARVEY AND CO., MINING ENGINEERS,
AGENTS, AND SHAREDEALERS, CLARENCE CHAMBERS, MANCHESTER, are at all times in a position to deal in all the market Dividend and Progressive Mine shares, and also to advise on all mining matters, being practically acquainted with the business, and having a daily communication from the mining districts of Devon and Cornwall.

Messrs. HARVEY and Co. publish a monthly "Mining Circular," containing a valuable summary of mining information. Forwarded gratis on application.

The Circular for September contains special reports on Leeds and St. Aubyn, Wm. Trevenna, Whal Uny, East Chiverton, Cornish Clay and Tin Works, and Tin Hill.

Bankers: The Consolidated, Manchester; and the Alliance, Lotherbury, London.

Now ready, price 5s., by post 5s. 4d.

THE MINES OF CORNWALL AND DEVON:
STATISTICS AND OBSERVATIONS.

By THOMAS SPARRO, Mining Engineer, Stock and Sharebroker, 224 and 225, Gresham House, Old Broad-street, London, E.C.

It contains the following particulars, viz.:—The geological position, present prospects, names of purser, manager, and secretary, with statement of the annual returns of each mine during the last three years, and of total dividends paid to the present time.

The work is illustrated by a Map of Cornwall and Devonshire; Geological District Maps, divided into eight sections, in which are shown the boundary lines of each parish, height of hills, sources of rivers, &c.; Maps of the St. Just, St. Ives, Marazion, Helston, Gwinnar, Chiverton, Bodmin, Liskeard, Devon Great Consols, Ashburton, and Exmouth mining districts, showing boundary lines of each property, with the lodes, &c., traversing them. It also contains Transverse and Longitudinal Sections of Dolcoath Mine (kindly supplied by Capt. Charles Thomas); Section of the Workings in Botalack Mine (supplied by the manager, S. H. James, Esq.); Geological Map of the Fowey Consols District (supplied by Major Davis, R.M.); Longitudinal Section of Great Wheal Vor, Wheal Metal lode (supplied by George Noakes, Esq.); Historical Account of the Devon Great Consols (supplied by the secretary, A. Allen, Esq.); and of all the principal mines in the two counties.

Price 1s., by post 1s. 2d.

SLATE QUARRIES AS AN INVESTMENT.
By JOHN BOWER, Esq., D.C.L., Barrister-at-Law, Managing Director of the Snowdon Slate Quarries Company (Limited).

London: Published at the MINING JOURNAL office, 26, Fleet-street, E.C., and sold by all booksellers and newsmen.

THE HARDWARE WEEKLY MESSENGER.

CHARLES RYLAND AND SONS' IRON TRADE CIRCULAR
AND HARDWARE WEEKLY MESSENGER.

The "Iron Trade Circular" is eminently the business journal of the mining districts and the manufacturers and wholesale dealers in iron. Its information is authentic, biased, and complete, comprising not only the business news of the South and North Staffordshire districts, but generally of the entire mining and manufacturing districts of the United Kingdom. It is now proposed to add a collection of special and general information in the interests of the Hardware Trades of Birmingham, and London, to be comprised in a department of the "Iron Trade Circular," under the head of "The Hardware Weekly Messenger." Subscriptions:—

One year (post free)

Half-year (post free)

Quarter of a year (post free)

Payable in advance.

Advertisements and orders to be addressed Union-passage Birmingham.

CHARLES RYLAND AND SONS, Iron and Metal Brokers.

THE STOCKTON AND HARTLEPOOL MERCURY AND

MIDDLESBOROUGH NEWS (published at Hartlepool) is eminently the organ of the Coal, Iron, and Iron Ship-building Trades in the extensive Mining and Maritime District of South Durham and Cleveland, with which it has been closely identified since its origin. The "Mercury" was for years the only newspaper published in South Durham and Cleveland, and is yet the only one published more than once a week.

Advertisements to be forwarded to the publisher, Mr. JOHN H. BELL, Southgate, Hartlepool.

THE NEWCASTLE CHRONICLE AND NORTHERN

COUNTIES ADVERTISER. (ESTABLISHED 1744).

Published every Saturday, price 3d., or quarterly 2s. 3d.

THE DAILY CHRONICLE AND NORTHERN COUNTIES ADVERTISER.

Published every morning, price 1d.

Published every morning, price 1d.

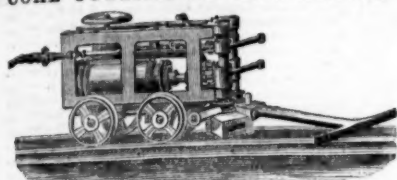
Offices, 42, Grey-street, Newcastle-upon-Tyne; 80, Howard-street, North Shields; 195

Patent Flat and Round Wire and Hemp Ropes, &c.
JOHN AND EDWIN WRIGHT, PATENTEES,
 CITY OFFICE, 19, LONDON STREET, E.C.
 ESTABLISHED 1770.
 Manufacturers of every description of
IMPROVED PATENT FLAT AND ROUND WIRE ROPES,
 From the very best quality of charcoal iron and steel wire.
PATENT FLAT AND ROUND HEMP ROPES,
 SHIP RIGGING, SIGNAL AND FENCING STRAND, LIGHTNING CONDUCTORS, STEAM-PLUGH ROPES (made from Webster and Horsfall's patent steel), WIRE, HEMP, FLAX, ENGINE YARN, COTTON WASTE, &c.
 UNIVERSAL WORKS, MILLWALL, POPLAR, LONDON.
 UNIVERSAL WORKS, GARRISON STREET, BIRMINGHAM.
 No. 2, OSWALD STREET, GLASGOW.
 CITY OFFICE, No. 19, LONDON STREET, LONDON.

COAL CUTTING MACHINERY.
 THE WEST ARDSLEY COMPANY having, by recently patented improvements, perfected their coal cutting machinery, worked by compressed air, are now ready to MAKE CONTRACTS for the CONSTRUCTION and USE of their MACHINES. The results of twelve months' experience in the working of these machines, by the West Ardsley Company, have proved most satisfactory, their use being found to CHEAPEN THE COST and IMPROVE the average SIZE of the COAL, to LIGHTEN the LABOUR, and also to MODIFY the SANITARY CONDITION of the MINE. All communications to be made to Messrs. FIRTH, DOWTHORPE, and BOWEN, No. 8, Retaim-street, Leeds.

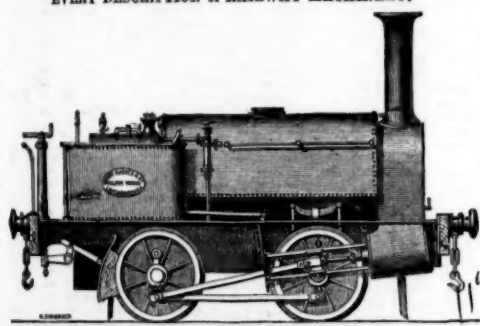
NOTICE.—THE WEST ARDSLEY COMPANY, having reason to believe that their patents are being infringed upon, hereby give notice that they will TAKE LEGAL PROCEEDINGS AGAINST ALL PARTIES who may MAKE FOR SALE, or USE ANY MACHINERY in the construction of which any such INFRINGEMENT is MADE.

COAL CUTTING BY MACHINERY.



MESSRS. RIDLEY AND CO. have, by recently PATENTED IMPROVEMENTS, COMPLETED their TRUNK COAL CUTTING MACHINE, WORKED BY COMPRESSED AIR, and are NOW PREPARED to CO-OPERATE for the USE, and to SUPPLY MACHINES, which will be found to COMBINE SIMPLICITY of CONSTRUCTION with PORTABILITY and ECONOMY in WORKING. By the use of these machines a CONSIDERABLE SAVING of COAL is EFFECTED, and the COST of LABOUR MUCH REDUCED. Each machine will be guaranteed as to its capabilities, &c.
 All applications to be made to Messrs. RIDLEY and Co., No. 11, South-street, Finsbury London, E.C.; or Mr. PEROT BANKART, agent, 9, Clement's-lane, E.C.
 * * * COLLIERY PROPRIETORS are CAUTIONED against PURCHASING or USING MACHINES, the construction of which will constitute an INFRINGEMENT of the ABOVE PATENT.

HENRY HUGHES AND CO.,
FALCON RAILWAY PLANT WORKS,
 LOUGHBOROUGH,
 ENGINEERS, IRONFOUNDERS, BOILER MAKERS, and MANUFACTURERS of EVERY DESCRIPTION of RAILWAY MACHINERY.



LOCOMOTIVE ENGINES, for MINERAL and CONTRACTORS' RAILWAYS, of the best materials and workmanship, always in progress. These engines are designed to supply the chief requisites in tank locomotives—viz., reduction of the overhanging weight at the fire-box end, proper distribution of the weight upon the wheels, and keeping the centre of gravity low. These are accomplished by making the fire-box and its shell on an improved principle, which enables the driving axle to be placed further back without interfering with the eccentrics and valve gear, which are of the usual simple description. LONDON OFFICES, 34, CANNON STREET WEST.

THOMAS TURTON AND SONS,
 MANUFACTURERS OF
 CAST STEEL FOR PUNCHES, TAPS, and DIES,
 TURNING TOOLS, CHISELS, &c.
 CAST STEEL PISTON RODS, CRANK PINS, CONNECTING RODS, STRAIGHT AND CRANK AXLES, SHAFTS and
 FORGINGS of EVERY DESCRIPTION.
 DOUBLE SHEAR STEEL, FILES MARKED
 BLISTER STEEL, T. TURTON.
 SPRING STEEL, EDGE TOOLS MARKED
 GERMAN STEEL, WM. GREAVES & SON,
 Locomotive Engine, Railway Carriage and Wagon Springs and Buffers.
SHEAF WORKS AND SPRING WORKS, SHEFFIELD.
 LONDON WAREHOUSE, 35, QUEEN STREET, CANNON STREET, CITY, E.C.,
 Where the largest stock of steel, files, tools, &c., may be selected from.
 First Class Silver Medal, Royal Polytechnic Society, Falmouth, 1864.

CREASE'S PNEUMATIC TUNNELLING ENGINE,
 for SUPERSEDING the SLOW and EXPENSIVE USE of MANUAL LABOUR in SINKING SHAFTS, DRIVING LEVELS, TUNNELLING, &c., is guaranteed to drive through any rock of average hardness at a minimum rate of 1 ft. per diem, and to sink shafts at the rate of 2 ft. in three days.
 Mr. CREASE will undertake contracts for sinking shafts, driving levels, &c., at an enormous reduction of time and great saving in cost.
 Applications to be addressed (for the present) to the patentee, Mr. E. S. CREASE Tavistock Devon.

CLEVELAND'S WALNUT POMADE—IN CHANCERY.
 CAUTION.—Cleveland v. Heild, Cleveland v. Norton. Whereas a bill praying for an injunction restraining the defendants from pirating the plaintiff's labels and selling colourable imitations of his pomade, under the name of "Walnut Extract," has been filed, and an interim order granted by Vice-Chancellor Stuart; all parties are hereby warned that they will be prosecuted found selling colourable imitations aforesaid.
JAMES GRAYSON, 13, Great Ormond-street, Plaintiff's Solicitor.
 Barclay, 95, Farringdon-street, agent for Cleveland's Walnut Pomade, and all chemists.

GREY HAIR—CLEVELAND'S WALNUT POMADE will change grey hair to the original colour, darken red or light hair without staining the skin. It is not a dye, and does not injure the hair as dyes do. It gives it a rich glossy appearance, and nourishes its growth. As an ordinary pomade it is superior to all others, and although established 20 years no one has equalled although many have attempted to imitate it. Sold in pots at 1s. 6d., 2s. 6d., and 3s. 6d., by all the London chemists and perfumers.—Barclay, 95, Farringdon-street, wholesale agent. In ordering, order "Cleveland's."

GREY HAIR AND BALDNESS.—LANARDO'S AMMONIACAL POMADE will change grey hair to its original colour, gradually remove, and learn the chemical properties. Sold in sample pots at 1s., and ordinarily at 1s. 10s., and 21s.—G. Sutton and Co., Chemists, Store-street, Bedford-square.

FAIR SKIN.—CLEVELAND'S SKIN POWDER gives to the complexion, arms, and all parts of the body a rich delicate appearance, cools, soothes, and stimulates the skin to a healthy action. In packets at 6d., 1s., and 2s.—Barclay, 95, Farringdon-street, wholesale agent.

EPILEPSY, FITS, and NERVOUS DISEASES yield to the new chemical, PERCHLORATE of POTASSA, which acts by oxidising the blood introduced, and extensively prescribed by the late Dr. M. Hall; it acts as an alternative, and stimulating tonic, supplying the blood with oxygen, and is now of undoubted efficacy. Order Dr. Hall's perchlorate of potassa.
 Dr. Smith, who has had twenty years' practical experience in the treatment of Debility, Spasmodic Disorders, of the Nervous System, &c., has published A GUIDE (128 pages) for Self-Cure. Sent to any address on receipt of a postal note.—Adams, Smith and Co., 8, Burton-crescent, Euston-road, London W.C. Consultations daily from Eleven to Five.

NICHOLLS, WILLIAMS, AND CO., ENGINEERS,
 BEDFORD IRONWORKS, TAVISTOCK.
 MANUFACTURERS OF STEAM ENGINES of EVERY DESCRIPTION, made on the BEST and NEWEST PRINCIPLES. We beg more especially to call the attention of the public to the manufacture of our BOILERS, which have been tested by most of our leading engineers. PUMP WORK CASTINGS of EVERY DESCRIPTION, both of brass and iron. HAMMERED IRON and HEAVY SHAFTS of ANY SIZE. CHAINS made of the best iron, and warranted. RAILWAY WORK of EVERY DESCRIPTION.
 ALL ORDERS FOR ABROAD RECEIVE THEIR BEST ATTENTION. NICHOLLS, WILLIAMS, and Co. have had 20 years' experience in supplying machinery to mines, and selecting experienced workmen to erect the same, where required.
 Messrs. NICHOLLS, WILLIAMS, and Co. have always a LARGE STOCK of SECOND-HAND MINE MATERIALS in stock, and at moderate prices.

PATENT FLEXIBLE TUBING,
 AND BRATTICE CLOTH FOR MINES,
 MANUFACTURED BY
ELLIS LEVER,
 PATENTEE,
 WEST GORTON WORKS, MANCHESTER.

TAVISTOCK IRONWORKS AND STEEL ORDNANCE COMPANY (LIMITED).
 (LATE GILL AND CO.)
 ENGINEERS, IRON and BRASS FOUNDERS,
 MANUFACTURERS OF
 STEAM ENGINES, BOILERS, and MACHINERY of ALL KINDS, CHAINS, SHOVELS, EDGE TOOLS, and EVERY DESCRIPTION of CAST AND HAMMERED IRON FOR MINING, MANUFACTURING, RAILWAY, OR AGRICULTURAL PURPOSES.
 Machinery sent to all parts of the world.
 Foreign mining companies supplied on liberal terms.

RAILWAY CARRIAGE COMPANY (LIMITED),
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 OLDBURY WORKS, NEAR BIRMINGHAM.
 MANUFACTURERS OF RAILWAY CARRIAGES and WAGONS, and EVERY DESCRIPTION of IRONWORK.
 Passenger carriages and wagons built, either for cash or for payment over a period of years.
 RAILWAY WAGONS FOR HIRE.
 CHIEF OFFICES.—OLDBURY WORKS, NEAR BIRMINGHAM.
 LONDON OFFICES.—6, STOREY'S GATE, GREAT GEORGE STREET, WESTMINSTER.

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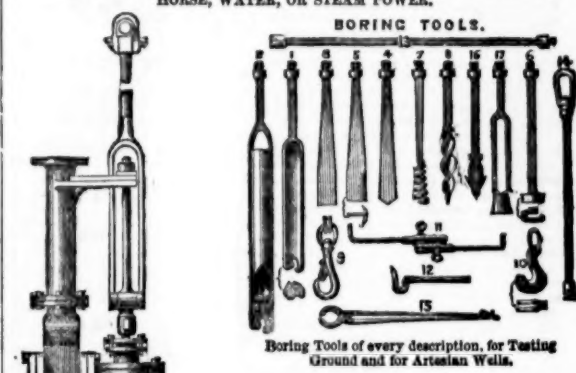
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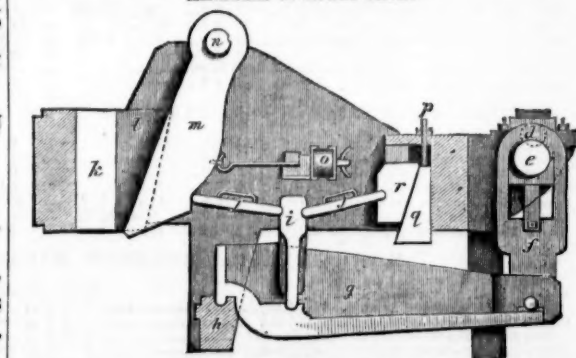
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